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# SAN FRANCISCO ART COMMISSION

**CIVIC DESIGN REVIEW COMMITTEE  
REGULAR MONTHLY MEETING FRIDAY JANUARY 12, 1996  
3:00 P.M.**

**25 VAN NESS AVENUE  
COMMISSION MEETING ROOM SUITE 70  
SAN FRANCISCO, CA 94102**

## PROGRAMS

CIVIC ART COLLECTION  
CIVIC DESIGN REVIEW  
COMMUNITY ARTS  
& EDUCATION  
CULTURAL EQUITY GRANTS  
GALLERY  
POPS SYMPHONY CONCERTS  
PUBLIC ART

STREET ARTISTS LICENSES  
SUITE 70  
415.252.2581

## A G E N D A

**NOTICE: With respect to agenda items, member of the public may address the Committee when the item is reached in the meeting after the presentation by the item representative. Speaker cards are available at all meetings. For information related to any of the following matters, please call Nancy Gonchar, Assistant Director, San Francisco Art Commission (415) 252-2584.**

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- I. Roll Call: Commissioners Freebairn-Smith, Healy, Meyer, Rogers
- II. GOLDEN GATE PARK LIGHT POSTS: PREFERRED ALTERNATIVE  
Phase I, II, III  
Deborah Learner, Recreation and Park Department
- III. McLAREN LODGE HANDICAP ACCESS DESIGN PROJECT  
Phase III  
Deborah Learner, Recreation and Park Department  
Adrienne Wong, Wong La Rocca Inc.  
Robert La Rocca, Wong La Rocca Inc.  
Bruce Conner, Kwan Henmi, Architects Inc.
- IV. SAN FRANCISCO INTERNATIONAL AIRPORT/MAIN EXECUTIVE  
TERMINAL/HANGERS/VEHICLE MAINTENANCE BUILDING  
Phase I & II  
Randy DeVoto, Corlett, Skaer and DeVoto Architects Inc.  
Joseph Chow, Joseph Chow & Associates  
Steve Hung, Project Manager, SFIA



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- V. SAN FRANCISCO INTERNATIONAL AIRPORT/UNITED AIRLINES,  
GROUND SERVICE EQUIPMENT BUILDING/SECONDARY  
BUILDINGS - SEPTAGE/HAZARDOUS MATERIALS BUILDING &  
MAIL SORT AIR CARGO BUILDING  
Phase I, II, III  
Art DeRosia, Dan Gates , Miller Cook Architects, P.C.
- VI. SAN FRANCISCO INTERNATIONAL AIRPORT/BOARDING AREA G  
Phase III  
Mark Otsea, Hellmuth, Obata & Kassabaum - Group 4 - Robert B. Wong  
Architect
- VII. PUBLIC COMMENT  
At this time, members of the public may address the Commission on items  
of interest to the public that are within the subject matter jurisdiction of  
the Commission except agenda items.
- VIII. COMMISSIONER AND STAFF REPORTS
- IX. ADJOURNMENT

1/4/96





# SAN FRANCISCO ART COMMISSION

## MINUTES

### SAN FRANCISCO ART COMMISSION CIVIC DESIGN REVIEW COMMITTEE REGULAR MEETING

January 12, 1996

25 Van Ness Avenue - Commission Meeting Room - Suite 70  
3 p.m.

#### PROGRAMS

CIVIC ART COLLECTION  
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#### I. Roll Call

Commissioners present: Rod Freebairn-Smith, Bill Meyer, Emery Rogers, Anne Healy

Staff present: Nancy Gonchar, Rich Newirth, Michele Liapes

The meeting was called to order at 3:10 p.m.

#### II. Golden Gate Park Light Posts: Preferred

Alternative Phase I, II, III

Martha Ketterer, Recreation and Park Department

Ms. Ketterer presented illustrations and samples of the proposed alternative light posts, which will replace the cobra heads and be installed at distances of 200 to 250 feet apart. The design is a traditional concrete classical fluted bowl at a height of 18 feet. For the posts, Rec and Park staff members have agreed on a bulkier column because the more slender models seemed to disappear in their surroundings. The color is green aggregate. The preferred alternative was chosen because of the mass, detail and classical nature.

The Commissioners expressed some reservation to the heavier column. They decided to reconsider the item at the January 22 meeting after viewing the fixture samples more closely themselves in the park.

Motion to defer approval of Golden Gate Park Light Posts: Preferred Alternative Phase I, II, III to January 22.

Motion: Meyer

Vote: Unanimous

#### III. McLaren Lodge Handicap Access Design Project Phase III

Adrienne Wong, Robert La Rocca/Wong La Rocca Inc.



Mr. La Rocca submitted the construction documents and project specifications for the project, which includes a handicapped ramp, lighting and paving.

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Motion to approve McLaren Lodge Handicap Access Design Project Phase III

Motion: Healy

Vote: Unanimous





IV. San Francisco International Airport/Main Executive Terminal/Hangars/Vehicle Maintenance Building

Joseph Chow, Joseph Chow & Associates

Steve Hung, Project Manager, SFIA

Dana Banks, Klein, Merrill Associates

Mr. Chow presented drawings to show a closer relationship between the hangars and the executive terminal, in response to the Committee's previous recommendation. The hangar exteriors have been given a different treatment. The box-like appearance has been broken up by a siding with vertical divisions. The siding projects out 12 inches.

Ms. Klein presented plans for the landscaping, with a Spanish colonial theme as representative of San Francisco. She described plans for a plaza with annual plants and patterned concrete surface. Fencing is black vinyl coated chain link with decorative gates, probably of welded iron. Proposed plant materials include Myoporum, Fern Pine, Hollywood Cherry, and the New Zealand Christmas Tree. Plaza trees would be either Australian Willow or Saratoga Bay. Furnishings include benches in front of the Executive Terminal as well as benches for employees within a small screened area. The landscape designers also propose a copper topiary frame representing the Greek mythological figure Icarus. Accent planting in front of it would consist of lavender and other colorful, easily maintained perennials.

The Commissioners agreed that the appearance of the large auxiliary buildings had evolved but that the landscaping and Spanish colonial theme were not in keeping with the stylish, modern buildings. They asked to see landscaping more in line with the industrial quality of the buildings. They also suggested the topiary should be planted.

The Committee agreed to approve phase I and II for the buildings but withheld phase I approval for the landscaping.

Motion to approve San Francisco International Airport/Main Executive Terminal/Hangars/Vehicle Maintenance Building Phase I and II, except for landscaping.

Motion: Meyer

Vote: Unanimous





V. San Francisco International Airport/United Airlines, Ground Service Equipment Building/Secondary Buildings--Septage/Hazardous Materials Building & Mail-Sort Air Cargo Building Phase I, II, III

Dan Gates, Miller-Cook Architects

Mr. Gates presented plans for the secondary buildings. The Septage/Hazardous Materials Building will have no enclosure and will be screened by a cyclone fence. The screen will provide ventilation and openness. It will relate to the main building. Both will be the same color.

The Commissioners expressed a concern that the auxiliary buildings be as integrated with the main building as possible. They discussed possible alternative materials for the screening and expressed reservations to the downspouts of the hazardous materials building. They asked Mr. Gates to send examples showing a new treatment of the downspouts and screens.

Motion to approve San Francisco International Airport/United Airlines Ground Service Equipment Building/Secondary Buildings - Septage/Hazardous Materials Building & Mail Sort Air Cargo Building, phase I, II, contingent upon approval of new treatment of downspouts and screens

Motion: Healy

Second: Unanimous

VI. San Francisco International Airport/Boarding Area G Phase III

Mark Otsea, Hellmuth, Obata & Kassabaum - Group 4 - Robert B. Wong Architect

Mr. Otsea presented the final plans for Boarding Area G. For the glass, the choices were either fritted glass or louver glass, but the final technical review revealed that the louver glass was more problematic. He presented a sample of the final selection, which consisted of two layers of blue-green glass with a dot-matrix inner layer. It will not give off as much reflection at night and it has been tested successfully with computer terminals.

Motion to approve San Francisco International Airport/Boarding Area G Phase III

Motion: Meyer

Vote: Unanimous



Civic Design Review Committee Minutes 1/12/96

VII. Commissioner and Staff Reports

The Committee members discussed the complexity of the San Francisco International Airport projects, the need for an indication of the massing and placement of projects, and the goal of integrating all of them.

The Committee will meet at SFIA, at the Delta Terminal on Monday, January 22 at 3 p.m.

The meeting adjourned at 5:15 p.m.

Submitted *Michele Liapes*  
Michele Liapes, Program Assistant

Approved *Richard Newirth*  
Rich Newirth, Director





# SAN FRANCISCO ART COMMISSION

## CIVIC DESIGN REVIEW COMMITTEE SPECIAL MEETING MONDAY JANUARY 22, 1996

3:00 P.M.

SFO DELTA BUILDING - 3RD FLOOR, CONFERENCE ROOM C

710 McDONNELL ROAD

SAN FRANCISCO, CA 94128

(see attached directions, public transportation,  
Sam Trans Lines 3B, 3X, 5B, 7B)

### A G E N D A

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- I. Roll Call: Commissioners Freebairn-Smith, Healy, Meyer, Rogers
- II. GOLDEN GATE PARK LIGHT POSTS: PREFERRED ALTERNATIVE  
Phase I, II, III, Recreation and Park Department
- III. SAN FRANCISCO INTERNATIONAL AIRPORT/UNITED AIRLINES,  
GROUND SERVICE EQUIPMENT BUILDING/SECONDARY  
BUILDINGS - SEPTAGE/HAZARDOUS MATERIALS BUILDING &  
MAIL SORT AIR CARGO BUILDING  
Removal of contingency Phase I & II, Phase III  
Miller Cook Architects, P.C.

**The following items will address San Francisco International Airport construction projects.**

- IV. INBOUND/OUTBOUND ROADWAYS  
Keith Bull, Parsons, Brinckerhoff, Quade & Douglas
- V. CIRCULATION ROADWAYS  
Brian Dykes, DeLeuw Cather
- VI. AIRPORT LIGHT RAIL SYSTEM (ALRS) GUIDEWAYS  
Scott Danielson, Parsons, Brinckerhoff, Quade & Douglas

#### PROGRAMS

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VII. PARKING STRUCTURES

Peter Hockaday, ED2 International/MBT Architecture

VIII. PUBLIC COMMENT

At this time, members of the public may address the Commission on items of interest to the public that are within the subject matter jurisdiction of the Commission except agenda items.

VIII. COMMISSIONER AND STAFF REPORTS

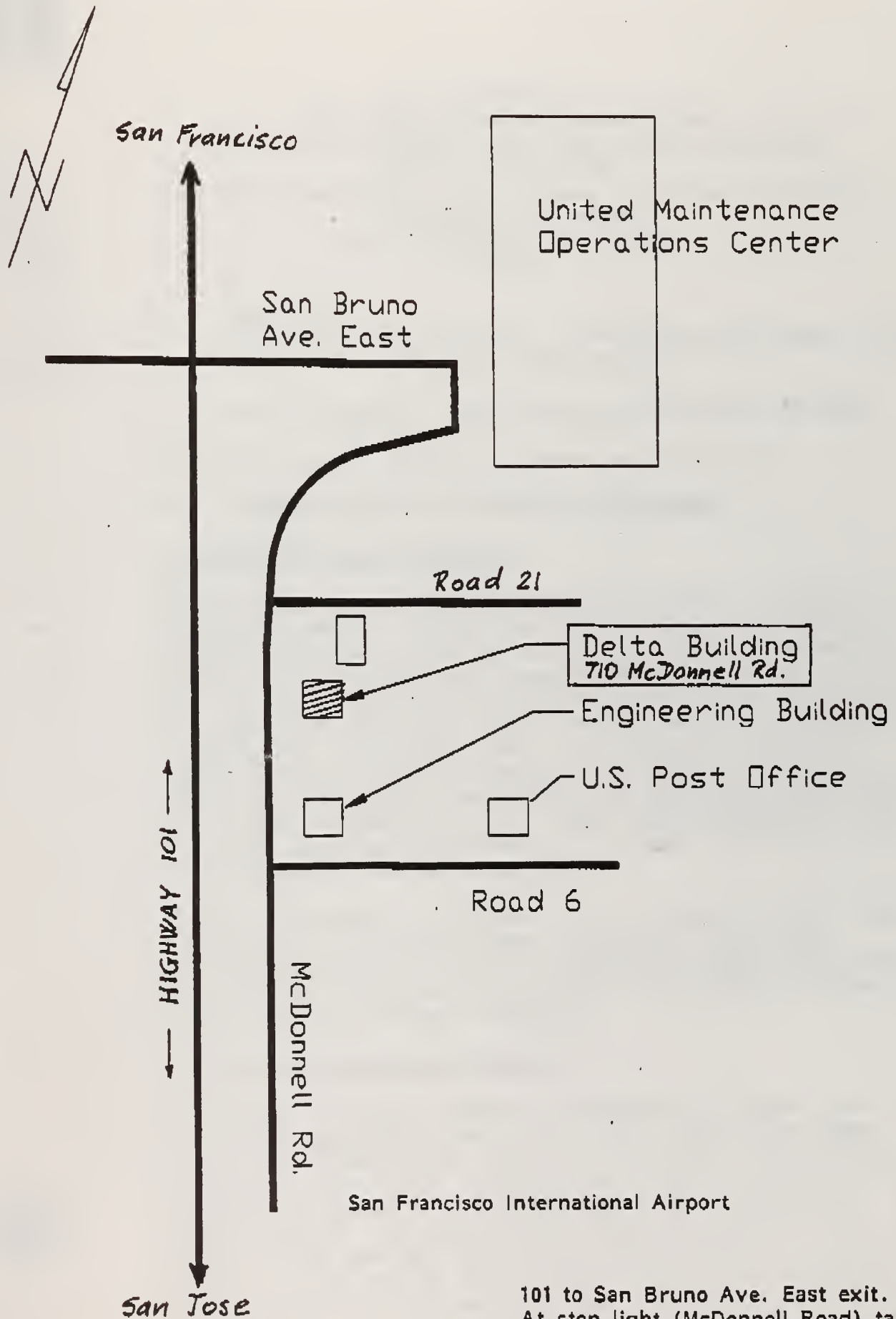
IX. ADJOURNMENT

AGENDA

1/16/96







101 to San Bruno Ave. East exit.  
At stop light (McDonnell Road) take  
right. Follow McDonnell Road south  
to 710 McDonnell Road (Delta).





# SAN FRANCISCO ART COMMISSION

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## MINUTES SAN FRANCISCO ART COMMISSION CIVIC DESIGN REVIEW COMMITTEE SPECIAL MEETING

January 22, 1996  
SFO Delta Building - 3rd Floor, Conference Room C  
710 McDonnell Road  
San Francisco, CA 94128  
3 p.m.

### I. ROLL CALL

Commissioners present: Rod Freebairn-Smith, Bill Meyer, Emery Rogers, Anne Healy

Staff present: Nancy Gonchar, Michele Liapes

The meeting was called to order at 3:15 p.m.

### II. PRESENTATIONS ON AIRPORT STRUCTURES

#### Inbound/Outbound Roadways

Keith Bull, Parsons, Brinckerhoff, Quade & Douglas, presented phase I plans for the system of access roads to and from the existing and international terminals. The approach roads have been extended to give drivers more decision-making time after they leave the freeway. The approach from the north, which begins at the 380 interchange, is longer than the approach from the south, which begins beyond the Millbrae interchange. Effort has been made to match the existing structures. Additional columns will be added where needed to tie into the existing structure. A graphic designer will be contracted for the signage.

Committee members expressed their strong concern that the design of the structure coordinate with the CalTrans and basic airport structures. They suggested landscaping to soften the potential negative visual impact of the roadway channels.

#### Elevated Circulation Roadways

Brian Dykes, DeLeuw Cather, presented changes that had been made since the last time the project had come before the Committee. There will be only two levels of roadway, so that the structure will be lightened. The single-deck parking structure has been landscaped. A greenbelt will be established down the middle. The project team has worked on the edge barrier so that the handrail will not be in conflict with what Skidmore Owings and Merrill plans for the terminal. There will be a transition from a boat-shaped configuration to a simpler pattern with a horizontal element on the top and bottom. The rail stops at the planter, but the top part continues along the planter.



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For signage, the project team proposed a horizontal black surface with traffic signs relating to the airport in blue and signs relating to the freeway in green. This concept is based on the California state manual of highway signs. There will also be changeable message signs, such as those indicating a full garage. The plan is to examine all possible situations and have a sign consultant address them.

In response to a comment from Commissioner Meyer about wanting to see more visual attention to the columns, the project team explained that they and the Skidmore Owings and Merrill consultants wanted to keep a simple concrete vocabulary without detail.

### Light Rail System (ALRS) Guideways

Scott Danielson, Parsons, Brinckerhoff, Quade & Danielson, addressed the Committee's previously expressed concerns regarding visual coordination with adjacent structures. The open parapet element has been replaced with a closed parapet with an edge that is a continuous element along the entire loop. The strong shadow line of the parapet will be effective. The walkway would seldom be visible with the possible exception of the top edge of the rail.

The columns will be a series of oval and round columns that would be similar to those used by DeLeuw Cather. Keith Bull said he was using the same criteria as other consultants.

There will be a central cover of landscaping along the entire ALRS.

The consultants and commissioners discussed the north loop, extending from the front of the terminal complex, through a station at road six, a maintenance facility for the system, and a stop with a rental car facility. It will be a simple double viaduct using a trapezoidal box design. Columns will be the same spacing and module as those for Route 380. There will be a series of escalators and stairs at each stop. Plans provide for the possibility of a future connection with CalTrain.

### Parking Structure

Peter Hockaday, ED2 International/MBT Architecture, reported on progress for the parking structure. He said that the intent was to see the people-moving vehicles passing through the parking structure. Links to the buildings are to be as open as possible. Two individual girders will enter the garage building, and a single solid girder will enter and leave the IT. Consultants





are currently working on how the girder meets the building.

In answer to a question from Commissioner Freebairn-Smith on potential conflicts between the ALRS and the IT, Mr. Hockaday answered that the issue was sectional. Since the guideway is within the preordained widths, the transition elements can be accomplished. One critical dimension is the guideway box, which is a 15-foot deck where it meets the IT. The intent is to pick up the vertical parapet that is in the IT at this point.

In answer to a question from Commissioner Meyer, it was said that the dimension between the vertical and flaired rail was critical for cabling. The trackway will be the same width within the IT as it will be at the entry point. There is some variation in width at certain spots, such as the garage.

In response to a question from Commissioner Freebairn-Smith on design continuity, Mr. Hockaday said that the MBT platform is fully integrated with the SOM design. All stations are configured in the same way as the center platform. Commissioner Freebairn-Smith asked if the vertical circulation elements would be handsomely integrated into the building. Mr. Hockaday said that the number of columns have been reduced. The column spacing will be simplified. In the garage, there will be double columns, one on the exterior and another shoehorned through the existing structure. They require horizontal stiffening at the 5th level, which is being integrated into the fascia at that level. The consultants also propose a screen to help define the station and reduce impact of the large columns on the exterior. The details of the screen and the pedestrian bridge will be coordinated very carefully. The consultants are trying to develop vertical circulation up from the third and fourth levels of the garage to take advantage of the bridges.

Mr. Hockaday reported on the progress for BART. He and his team are still examining options for BART, but there should be no effect on the rest of the design. The BART station, a three-track station, will be a 900-foot by 100-foot building. The elevation will be 44 feet. The light rail station above will have a comparable platform. Because of the multiple transportation systems, the columns will be larger but contained within the structure. They will not be close to major public views. The BART station is more of an interior design problem. The exterior is shaped by its adjacency to the roadway and airfield. MBT and SOM are coordinating on the linkages between the IT and BART station. The BART project is in the latter stage of





schematic design, and the BART Board will review it first.

### III. DISCUSSION ON AIRPORT DESIGN CRITERIA

The Commissioners and presenters discussed the use by all consultants of the same design criteria and the formation of a design task force to ensure that the various pieces would work together.

Pat O'Brien reviewed plans for the landscaping. Ground planting will be a series of ornamental grasses. There will be poplars on the slopes in front of the IT. There will also be grids of trees, so that there is greenery everywhere one is moving through.

The consultants and Commissioners discussed landscaping of CalTrans property. The Airport is financing all construction on CalTrans property. Under the current contract, the Airport would restore landscaping on the property to the same level as before, requiring only about 50 cents per square foot. For more elaborate landscaping, a letter from the Art Commission to the Airport Commission would be helpful.

Commissioner Healy expressed her concern about the number and variety of columns.

### IV. SPECIFIC RECOMMENDATIONS AND ACTIONS TAKEN ON AIRPORT PROJECTS

#### ALRS Phase I

The commissioners asked the design team to study the top rail to add vertical emphasis. They asked them to enhance architecturally the point where the access to the airport intersects with the light rail.

Motion to approve San Francisco Airport Light Rail System (ALRS) Guideways Phase I

Moved: Meyer

Vote: Unanimous

#### Inbound/Outbound Roadways Phase I

The Commissioners suggested that a visual element, possibly planters or a shaping of the physical structure, be included to terminate the access system and draw attention to it. They also recommended contracting for increased landscaping to cover the CalTrans Land. The Art Commission will write a letter on this issue to the Airport Commission.



Motion to approve Inbound/Outbound Roadways Phase I.

Moved: Meyer

Vote: Unanimous

Elevated Circulation Roadways Phase II

The Commissioners agreed that the signage needed more study. They approved the roadway structure phase II, but agreed that this should not include approval of the signage design. In particular, they objected to the black background. It was suggested that a softer, dark gray might be preferable. They asked the consultant to return for signage phase I. They suggested that one contractor should mastermind and coordinate the signage for the entire airport project. They said they would support an Airport Commission effort to coordinate lighting and graphics throughout the project.

Motion to approve San Francisco Airport circulation roadways phase II

Moved: Meyer

Vote: Unanimous

Project Coordination

The Commissioners agreed that the consultants had made significant progress in design and design coordination of airport projects. They commended the consultants on their presentations.

V. GOLDEN GATE PARK LIGHT POSTS: PREFERRED  
ALTERNATIVE PHASE I, II, III

The Commissioners discussed the alternatives for the new light posts. Commissioners Freebairn-Smith, Healy and Meyer expressed their strong preference for the middle column design, a slender fluted pole, and for the diffuser and diffuser collar designs and color of the easterly sample (the preferred alternative). Commissioner Rogers supported the preferred alternative.

Motion to disapprove Golden Gate Park Light Posts:  
Preferred Alternative Phase I, II, III.

Motion: Meyer

For: Freebairn-Smith, Healy, Meyer

Against: Rogers



VI. SAN FRANCISCO INTERNATIONAL AIRPORT/UNITED AIRLINES,  
GROUND SERVICE EQUIPMENT BUILDING/SECONDARY BUILDINGS--  
SEPTAGE/HAZARDOUS MATERIALS BUILDING & MAIL-SORT AIR  
CARGO BUILDING PHASE I, II, III.

The Commissioners reviewed the revised treatments of downspouts and screens. They agreed to remove the contingency for approval of Phase I, II, III. They also suggested that the consultants change to a one by one grid at the same gauge for the screens if it was within their budget.

Motion to approve San Francisco International  
Airport/United Airlines Ground Service Equipment  
Building/Secondary Buildings - Septage/Hazardous  
Materials Building & Mail Sort Air Cargo Building,  
phase I, II, III.

Moved: Meyer

Vote: Unanimous

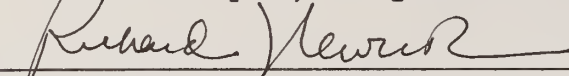
The meeting adjourned at 6:15 p.m.

Submitted



Michele Liapes, Program Assistant

Approved



Rich Newirth, Director













# SAN FRANCISCO ART COMMISSION

CIVIC DESIGN REVIEW COMMITTEE  
SPECIAL MONTHLY MEETING MONDAY, FEBRUARY 12, 1996  
3:00 P.M.

25 VAN NESS AVENUE  
COMMISSION MEETING ROOM SUITE 70  
SAN FRANCISCO, CA 94102

## PROGRAMS

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- I. Roll Call: Commissioners Freebairn-Smith, Healy, Meyer, Rogers
- II. COMMUNITY BUILDING, JOSE CORONADO PLAYGROUND  
Phase I  
Patrick Mora, Mora Architects; Brian Gatter, DPW-BOE, Landscape Architects  
Joanne Wilson, Recreation and Park Department
- III. HALLIDIE PLAZA ACCESS ELEVATOR  
Phase III  
Glenn Hunt, Bureau of Architecture  
Michael Willis, Michael Willis & Associates
- VI. FIRE STATION #34 RENOVATION  
Phase III  
Tony Leung, Bureau of Architecture
- V. MID EMBARCADERO SPLIT ROADWAY  
Informational Discussion  
Rebecca Kohlstrand, Waterfront Transportation Projects, CAO's Office



CITY AND COUNTY OF  
SAN FRANCISCO

VI COMMISSIONER AND STAFF REPORTS

VII ADJOURNMENT

2/6/96

### ACCESSIBILITY INFORMATION

*\*Pursuant to City policy and the requirements of the 1973 Rehabilitation Act and the 1990 Americans with Disabilities Act, all City agencies will make reasonable accommodations to the needs of persons with disabilities.*

Full Commission Meetings, and individual Committee Meetings of the Art Commission will be held at 25 Van Ness Avenue, San Francisco, located on the corner of Oak and Van Ness.

Accessible seating for persons with disabilities, including those in wheelchairs, will be available.

Accessible curbside parking has been designated on Oak Street between Van Ness Avenue and Franklin Street.

Accessible MUNI lines that serve this location are:

J, K, L, M, and N Trains—stopping at Van Ness and Market,  
one-half block from the building.

9, 26, and 42 Buses—serving the area of Van Ness and Market.

Civic Center BART, located at the intersection of Grove, Hyde, and Market Streets.

For more information on accessible transit, call (415) 923-6142.

Individuals with severe allergies, environmental illness, multiple chemical sensitivity or related disabilities should call our accessibility hotline at (415) 554-8925 to discuss meeting accessibility. In order to assist the city's efforts to accommodate such people, attendees at public meetings are reminded that other attendees may be sensitive to various chemical based products. Please help the city to accommodate these individuals.

American sign language interpreters and/or a sound enhancement system will be available upon request at meetings. Please contact Liz Lerma in the Community Arts and Education Program at (415) 252-2596 at least 72 hours prior to meeting. Late requests will be honored if possible.



# SAN FRANCISCO ART COMMISSION

## MINUTES

### SAN FRANCISCO ART COMMISSION CIVIC DESIGN REVIEW COMMITTEE SPECIAL MEETING

February 12, 1996

25 Van Ness Avenue - Commission Meeting Room - Suite 70  
3 p.m.

#### PROGRAMS

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415.252.2581

#### I. Roll Call

Commissioners present: Rod Freebairn-Smith, Bill Meyer, Emery Rogers, Anne Healy, Terri Simon

Staff present: Nancy Gonchar, Rich Newirth, Jill Manton, Tonia Macneil, Michele Liapes

The meeting was called to order at 3:15 p.m.

#### II. Community Building, Jose Coronado Playground Phase I

Joanne Wilson, Department of Recreation and Parks, reviewed the community issues for the new community building, which will occupy the Northeast corner of the park.

Brian Gatter, DPW, described the exterior improvements, which included a new play structure and swings, preservation and replanting of existing trees, an opened up space for multiuse, a resurfacing of the asphalt area with new game layouts.

Daniel Bandini, Mora Architects, described features of the building. It will include indoor restrooms, an office for the playground director and space for community activity. The art enrichment project by Eduardo Pineda will include tile finishes on the building which will tie into the existing mural. The metal roofing is designed so that balls will not remain there. In answer to a question from Commissioner Freebairn-Smith on the fencing, Mr. Bandini said that the budget was not sufficient for new fencing.

In public testimony, Ed Bingham asked that the building be kept as low as it is in the conceptual plan.

The Commissioners recommended more study of the overhang, the barrel-vault windows, and the ground level windows on the south side. They asked for more emphasis on the entry.

Motion to approve community building, Jose Coronado Playground, Phase I.

Moved: Rogers

Vote: Unanimous



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### III. Hallidie Plaza Access Elevator Phase III

Chuck Leone, Michael Willis & Associates, presented construction documents for the access elevator. Though it still consists of a stainless steel shaft and skin, the form has evolved, since the previous design was considered by other agencies to be a major encroachment onto rail lines and the sidewalk. Consequently, the geometry has evolved from a cylindrical form to a square shaft contained within a circular screen. The screen is bracketed off the shaft and now hovers above the ground in the plaza. It extends 12 feet above the top of the shaft. It will be easy to clean. The mesh is 11-gauge punched metal with a 50% transparency. The light will play across it in a variety of ways. There will be four different finishes to the steel. The art enrichment project by John Ammirati will be an etching of the stainless steel doors. To protect them, there will be layer of sliding security doors of the same perforated metal as the elevator screen.

The Commissioners disapproved Phase III on the grounds that the structure was different from what they had approved in Phases I and II. They said that the new form was a conceptual issue. They expressed the following specific concerns. The new shape lacked the dynamic, elegant quality of the previous one. They asked to see a new compelling geometry. The security doors are a significant composition, and the committee members need to see what they will look like. They were concerned about the relationship of the top of the interior mass to the first horizontal division in the screen. They asked the project team to return with illustrative materials on the points they had raised.

Motion to disapprove Hallidie Plaza access elevator Phase III.

Moved: Meyer

Vote: Unanimous

### IV. Fire Station #34 Renovation Phase III

Tony Leung, BOA, presented the construction documents, which included some changes since his previous presentation because of stipulations by the State Office of Historic Preservation. That office wanted the new building to be secondary to the existing one. The new building has been lower approximately two feet. Window sizes have been reduced by the removal of one level of window panes. The connecting link will be a very simple one in stucco, but in a darker brick color, as directed by the Historic Preservation Office. The darker color replaces the gray limestone color. There will be punch openings on the upper level and deep recesses in the wall on the lower level to conform with the existing building.



Civic Design Review Committee Minutes 2/12/96

The Commissioners agreed to approve Phase III but recommended a number of changes to be submitted to the State Office of Historic Preservation. The color of the link building should be dark brown instead of the brick color. The bottom row of recesses in the stucco link should be eliminated. The upper row of windows in the link should be divided. The lower windows of the new building east of the link should be visually extended into the base with glass or another architectural treatment. The color of the frieze at the top of the new addition should remain light gray in accord with the Committee's original recommendation.

Commissioner Freebairn-Smith dissented from approval because in his opinion the building is too small for all elements.

Motion to approve Fire Station #34 Phase III.

Moved: Meyer

For: Meyer, Healy, Rogers

Against: Freebairn-Smith

V. Informational Discussion on Mid-Embarcadero Split Roadway

Rebecca Kohlstrand and John Thomas, Waterfront Transportation Projects, Office of the CAO, presented the latest refinements on the DPT variant with a Mid-Embarcadero split roadway, endorsed by the Board of Supervisors on January 18. The westside sidewalk now bumps into the park on the northern section of the roadway between Broadway and Washington. The roadway has been realigned so that it is more continuous. An additional left-turn lane has been added at Washington Street. Sidewalks are wider. There is a possibility of underground parking at block 202, with access from Drumm instead of Washington. This would allow for a rail spur along Washington Street into Chinatown. In the mid section, the amount of usable space between roadways has been maximized. The alignment for the rail has been straightened to eliminate jogs, so that there is a smooth transition in front of the Ferry Building. There will be a 40-foot promenade area in front of the Ferry Building. The broad plaza area in the middle will be about 94 feet. Staff is investigating a possible correction in the crossing between the Ferry Building and Market, so that pedestrians are visually oriented toward Market Street instead of the neighboring Hyatt Regency. The frontage road is being modified for safety.

The Commissioners discussed possible modification of the geometry to increase the plaza space and preserve the possibility of submerging the northbound lanes at some point in the future.





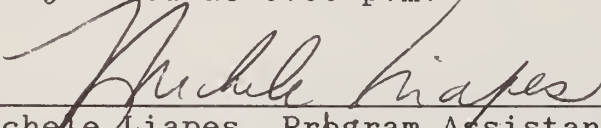
Civic Design Review Committee Minutes 2/12/96

In public testimony, Carl Maletic, DeMars and Maletic, reviewed some of the issues relating to the Art Commission alternative roadway scheme.

The Commissioners emphasized their wish to cooperate with the CAO's office while working to implement the best design currently possible for San Francisco.

The meeting adjourned at 6:00 p.m.

Submitted

  
Michele Liapes, Program Assistant

Approved

  
Rich Newirth, Director



MARCH 1996





# SAN FRANCISCO ART COMMISSION

## CIVIC DESIGN REVIEW COMMITTEE

REGULAR MONTHLY MEETING MONDAY, MARCH 18, 1996

3:00 P.M.

25 VAN NESS AVENUE

COMMISSION MEETING ROOM SUITE 70

SAN FRANCISCO, CA 94102

### A G E N D A

**NOTICE:** With respect to agenda items, member of the public may address the Committee when the item is reached in the meeting after the presentation by the item representative. Speaker cards are available at all meetings. For information related to any of the following matters, please call Nancy Gonchar, Assistant Director, San Francisco Art Commission (415) 252-2584.

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- I. Roll Call: Commissioners Freebairn-Smith, Healy, Meyer, Rogers
- II. CIVIC CENTER PLAZA PLAYGROUND II  
Phase I  
John Thomas, Department of Public Works  
Deborah Learner, Recreation and Park Department
- III. ADAMS ROGERS PARK RESTROOM  
Phase I, II, III  
~~John~~ Michael Thomas, Department of Public Works  
Deborah Learner, Recreation and Park Department  
Kenji Murokami, consulting architect
- IV. GOLDEN GATE PARK LIGHT POSTS: PREFERRED ALTERNATIVE  
Phase I, II, III  
Deborah Learner, Recreation and Park Department
- V. DOBBS INTERNATIONAL SERVICES INC. FLIGHT KITCHEN  
SAN FRANCISCO INTERNATIONAL AIRPORT  
Phase I  
Art DeRosia, Miller Cook Architects, P.C.



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- VI. RENTAL CAR FACILITY ON LOT D  
SAN FRANCISCO INTERNATIONAL AIRPORT  
Phase I  
Frank Tomsick, ED2/MBT
- VII. FULTON STREET MALL DESIGN GUIDELINES  
Informational Presentation  
Evan Rose, Planning Department
- VIII. REVITALIZATION OF CIVIC CENTER: FULTON ST., UN PLAZA,  
CIVIC CENTER PLAZA, BROOKS HALL  
Informational Presentation  
Bonnie Sherk, Director, A Living Library
- IX. COMMISSIONER AND STAFF REPORTS
- X. ADJOURNMENT

3/11/96



## **ACCESSIBILITY INFORMATION**

\*Pursuant to City policy and the requirements of the 1973 Rehabilitation Act and the 1990 Americans with Disabilities Act, all City agencies will make reasonable accommodations to the needs of persons with disabilities.

Full Commission Meetings, and individual Committee Meetings of the Art Commission will be held at 25 Van Ness Avenue, San Francisco, located on the corner of Oak and Van Ness. All meetings are held in Suite 70, basement level, and can be accessed by the two main elevators in the lobby of the building.

**Accessible seating** for persons with disabilities, including those in wheelchairs, will be available.

**Accessible curbside parking** has been designated on Oak Street between Van Ness Avenue and Franklin Street.

**Accessible MUNI lines** that serve this location are:

**J, K, L, M, and N Trains**--stopping at Van Ness and Market,  
one-half block from the building.

**9, 26, and 42 Buses**--serving the area of Van Ness and Market.

**Civic Center BART**, located at the intersection of Grove, Hyde, and Market Streets.

For more information on accessible transit, call (415) 923-6142.

Individuals with severe allergies, environmental illness, multiple chemical sensitivity or related disabilities should call our **accessibility hotline** at (415)554-8925 to discuss meeting accessibility. In order to assist the city's efforts to accommodate such people, attendees at public meetings are reminded that other attendees may be sensitive to various chemical based products. Please help the city to accommodate these individuals.

American sign language interpreters and/or a sound enhancement system will be available upon request at meetings. Please contact Liz Lerma in the Community Arts and Education Program at (415)252-2596 at least 72 hours prior to meeting. Late requests will be honored if possible.

## **KNOW YOUR RIGHTS UNDER THE SUNSHINE ORDINANCE** (Chapter 67 of the San Francisco Administrative Code)

Government's duty is to serve the public, reaching its decisions in full view of the public.

Commissions, boards, councils and other agencies of the City and County exist to conduct the people's business. This ordinance assures that deliberations are conducted before the people and that City operations are open to the people's review.

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# SAN FRANCISCO ART COMMISSION

## MINUTES

### SAN FRANCISCO ART COMMISSION

#### CIVIC DESIGN REVIEW COMMITTEE SPECIAL MEETING

March 18, 1996

25 Van Ness Avenue - Commission Meeting Room - Suite 70  
3 p.m.

#### PROGRAMS

CIVIC ART COLLECTION  
CIVIC DESIGN REVIEW  
COMMUNITY ARTS  
& EDUCATION  
CULTURAL EQUITY GRANTS  
GALLERY  
POPS SYMPHONY CONCERTS  
PUBLIC ART

STREET ARTISTS LICENSES  
SUITE 70  
415.252.2581

#### I. Roll Call

Commissioners present: Rod Freebairn-Smith, Bill Meyer, Emery Rogers, Anne Healy

Staff present: Nancy Gonchar, Rich Newirth, Jill Manton, Michele Liapes

The meeting was called to order at 3:10 p.m.

#### II. Adams Rogers Park Restroom Phase I, II, III

Project architect Kenji Murokami presented the design and plans for the Adams Rogers Park restroom building, which has been designed as a functional, durable and attractive amenity. The building will recede into the hill, keeping the same profile as the hill. The color scheme is red and beige. The beige concrete wall will consist of split-faced blocks. It will be 15 feet high in back. The steel roof will be a redwood color.

In response to Commissioner concerns about rainpour from the roof above the entrance, it was pointed out that the roof's ribbing would distribute the water.

Motion to approve Adams Rogers Park Restroom Phase I, II, III.

Moved: Healy

Vote: Unanimous

#### III. Civic Center Plaza Playground II Phase I

John Thomas, DPW, presented conceptual design for the Civic Center Plaza Playground II, an additional playground for slightly older children. In answer to Commissioner concerns about the open space of the Civic Center Plaza, it was answered that the playground would reclaim a portion of the plaza. Existing olive trees would be incorporated into the playground.

He described the elements and equipment of the proposed playground, including two swings, a clatter bridge, elevated decks, and other items. He said the second playground was compatible with the first one, the tot lot.



CITY AND COUNTY OF  
SAN FRANCISCO





Civic Design Review Committee Minutes 3/18/96

Commissioner Freebairn-Smith raised the issue of the relationship of the design elements and character of the proposed playground to the Beaux Arts environment. He said he would like to see a presentation of the long-range plan for the entire plaza first.

Mr. Thomas answered that the team was working with the existing plaza design. He said that the time frame for a new plan and its construction was uncertain.

Commissioner Meyer suggested that it would be possible to accommodate children's needs in the context of the existing Beaux Arts setting. He said that the pipe system design and rotated geometry were not appropriate. He said the diagonal was acceptable. He asked the team to use elements of Beaux Arts design.

Deborah Lerner, Recreation and Park Department, raised the issue of safety standards.

Commissioner Healy said that the design of a great space was at stake. She urged against repeating the mistake of the first playground, which had been presented as temporary.

Commissioner Rogers suggested that the proposed design had limited appeal from a child's perspective. He wanted to see a playground that accommodated the needs of children while fitting in with the Beaux Arts environment.

Ms. Lerner asked the Commissioners to provide guidelines that they thought were pertinent for the design team to consider in reworking the design.

The Committee commended the project team for the large amount of work but declined to approve the design.

The project team agreed to return with a revised design.

IV. Golden Gate Park Light Posts: Preferred Alternative  
Phase I, II, III

Deborah Learner, Recreation and Park Department, presented the department's preferred alternative for light fixtures. The lights will be in a phased manner throughout the park, with three levels of lighting in pedestrian zones. Except for the main routes and intersections, where lighting would be more intense, park lighting would be based on the idea of a beam light, forming pools of light. She suggested that the Committee's choice for a pole was not as tall or elegant as she would prefer. The Rec and Park preferred alternative would also be easier to access for repair. She suggested that the Committee preference didn't have enough presence. The Commissioners agreed that Rec and Park preferred





Civic Design Review Committee Minutes 3/18/96

alternative, the fluted pole with the stem, would be taller than the photographs provided in the previous presentation had suggested. Commissioner Rogers reiterated his preference for a strong presence.

Motion to approve Golden Gate Park Light Posts, Preferred Alternative Phase I, II, III.

Moved: Rogers  
For: Rogers, Meyer, Healy  
Against: Freebairn-Smith

V. Dobbs International Services Inc. Flight Kitchen, San Francisco International Airport Phase I

Art DeRosia, Miller Cook Architects, presented the conceptual design for the 130,000 square-foot, two-story facility. The ground floor would be 80,000 square feet, and the second floor, 50,000. There will be a parking lot for vehicles and a catering dock. The exterior skin will be tilt-up concrete. The design team is considering perforated metal screens. Since the facility would be next to the GSE Building, elements of that design form have been adopted. Commissioner Meyer liked the relationship of the banded articulation to the nearby building, and encouraged continued exploration of that relationship. He and the other Committee members agreed that the structural element at the entrance was awkward. They asked the design team to restudy the entrance.

Motion to Approve Dobbs International Services Inc. Flight Kitchen San Francisco International Airport Phase I

Moved: Rogers  
Vote: Unanimous

VI. Rental Car Facility on Lot D, San Francisco International Airport

Frank Tomsick, ED2/MBT, presented the conceptual design for the rental car facility along MacDonald Ave. It will occupy 23 acres of land. The main building will be a five-story building surrounded by an outdoor parking area. The 7-acre five-story building will be stepped, and the fourth floor will be contiguous with the LightRail. It will be a cast-in-place concrete building with split-faced masonry units. Another building will be a service station for maintenance and cleaning of cars. There will be a bus-loading facility and a light-rail stop along MacDonald Road.

Commissioner Rogers liked the ramp in the back and suggested it should be more visible. He urged the architect to pay particular attention to materials so that the finished project would not be an unbroken wall. Commissioner Meyer also liked the split-faced block, but expressed his interest



Civic Design Review Committee Minutes 3/18/96

in seeing a rhythm to the closeup. He cited the south of Market CostCo structure as an example.

In response to a question from Commissioner Freebairn-Smith, it was explained that there would be a central counter to help people find the rental company they wanted.

Motion to approve Rental Car Facility on Lot D, San Francisco International Airport, Phase I.

Moved: Meyer

Vote: Unanimous

VII. Fulton Street Mall Design Guidelines

Evan Rose, Planning Department, gave an informational presentation on design guidelines for the Fulton Street Mall, which would extend between Hyde and Larkin and pass between the future Asian Art Museum and New Main Library. It is part of the large-scale planning for Civic Center. It would be closed to vehicles, though there is a need for passenger dropoff at the west end, and would serve as a space for people. Temporary activities, such as the Farmer's Market and cafes, would be encouraged

The mall would be paved in a nice stone, such as cobble stone. The edges are intended to be intimate. The idea is to restore the visual connection to City Hall. There is also a plan for art enrichment at the Civic Center BART Station.

Draft guidelines will be proposed for adoption after citizen review comments are in and will be presented to the Planning Commission. The document will serve as a basis for the new design.

Commissioner Freebairn-Smith expressed his concern that the mall be compatible with the Beaux Arts environment of Civic Center.

The Commissioners agreed to develop comments in response to the draft guidelines at the next Civic Design Committee meeting.

In public testimony, Jim Haas, chairman of Civic Pride, expressed his concern for seeing a plan in place soon, and his hope for a civic center that people will be proud of. He urged the Committee members to take initiatives where others had not.



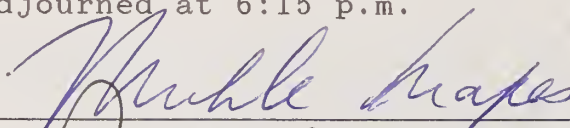
Civic Design Review Committee Minutes 3/18/96

VIII. Revitalization of Civic Center: Fulton Street, UN  
Plaza, Civic Center Plaza, Brooks Hall  
Informational Presentation

In an informational presentation, Bonnie Sherk, director of A Living Library, described her idea for a civic center international garden, consisting of multicultural "outdoor rooms" from Market Street to City Hall. Proposals for gardens in the plaza included a California history garden, a government law and justice garden, an ecology garden and an arts garden. She urged the Committee members to consider the possibilities for simultaneous cultural activity in such outdoor rooms.

The meeting adjourned at 6:15 p.m.

Submitted

  
Michele Liapes, Program Assistant

Approved

  
Rich Newirth, Director





APRIL 1996





SAN FRANCISCO ART COMMISSION

CIVIC DESIGN REVIEW COMMITTEE

REGULAR MONTHLY MEETING MONDAY, APRIL 15, 1996  
3:00 P.M.

25 VAN NESS AVENUE  
COMMISSION MEETING ROOM SUITE 70  
SAN FRANCISCO, CA 94102

A G E N D A

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- I. Roll Call: Commissioners Freebairn-Smith, Gatti, Meyer, Rogers
- II. HALLIDIE PLAZA ACCESS ELEVATOR  
Phase I & II  
Glenn Hunt, Bureau of Architecture  
Charles Leoni, Michael Willis & Associates Architects
- III. BEACH CHALET PROJECT  
Removal of contingency  
Jorge Alfaro, Bureau of Architecture  
Deborah Learner, Recreation and Parks Department
- IV. SAN FRANCISCO INTERNATIONAL AIRPORT/MAIN EXECUTIVE  
TERMINAL/HANGARS/VEHICLE MAINTENANCE BUILDING  
Phase III  
Joseph Chow, Joseph Chow & Associates  
Steve Hung, Project Manager, SFIA  
Randy DeVoto, Corlett, Skaer & DeVoto Architects



CITY AND COUNTY OF  
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- V. STANYAN MEADOWS ENTRY DESIGN  
Phase I & II  
Deborah Learner, Recreation and Park Department  
Martha Ketterer, Department of Public Works
- VI. SAN FRANCISCO WATER DEPARTMENT MILLBRAE NORTH  
BUILDING  
Phase I  
Dennis Tsai, Project Manager, Utilities Engineering Bureau
- VII. FULTON STREET MALL DESIGN GUIDELINES  
DRAFT FOR CITIZEN REVIEW  
Review and comment with possible vote to accept as is or with  
contingencies  
Evan Rose, Planning Department
- VIII. FENCE FOR SOMA GARDENS  
Phase I, II, III  
Douglas Wildman, San Francisco League of Urban Gardeners
- IX. SAN FRANCISCO INTERNATIONAL AIRPORT  
AIRPORT CONTRACT NOS. 5828 & 5831  
EMERGENCY RESPONSE FACILITIES  
Phase I  
Michael Varner, Project Manager, SFIA
- X. DOBBS INTERNATIONAL FLIGHT KITCHEN  
Phase 2  
Dan Gates, Miller Cook Architects
- XI. COMMISSIONER AND STAFF REPORTS
- XII. ADJOURNMENT

4/4/96





# SAN FRANCISCO ART COMMISSION

## MINUTES

### SAN FRANCISCO ART COMMISSION CIVIC DESIGN REVIEW COMMITTEE SPECIAL MEETING

April 15, 1996

25 Van Ness Avenue - Commission Meeting Room - Suite 70  
3 p.m.

#### PROGRAMS

CIVIC ART COLLECTION  
CIVIC DESIGN REVIEW  
COMMUNITY ARTS  
& EDUCATION  
CULTURAL EQUITY GRANTS  
PS SYMPHONY CONCERTS  
PUBLIC ART

STREET ARTISTS LICENSES  
SUITE 70  
415.252.2581

COMMISSION GALLERY  
401 VAN NESS AVENUE  
415.554.6080

#### I. Roll Call

Commissioners present: Rod Freebairn-Smith,  
Stanlee Gatti, Bill Meyer, Emery Rogers

Staff present: Nancy Gonchar, Rich Newirth,  
Michele Liapes

The meeting was called to order at 3:10 p.m.  
Commissioner Meyer arrived at 3:30.

#### II. Hallidie Plaza Access Elevator Phase I, II

Architect Michael Willis reviewed the refinements in response to previous committee concerns. The elevator structure is cylindrical, as in the first presentation, and is perpendicular to the Ellis Street grid. At night, the structure will be lit from within. The materials are the same. There will be no mechanical equipment on the roof.

Commissioners Freebairn-Smith and Rogers said they preferred the subtlety of the original presentation but agreed that previous problems had been solved geometrically. Commissioner Gatti preferred the present design. Commissioner Meyer did not take part in the discussion or the vote at the direction of the City Attorney.

Motion to approve Hallidie Plaza Access Elevator Phase I, II.

Moved: Freebairn-Smith

Vote: Unanimous

#### III. Beach Chalet Project

Jorge Alfaro, Bureau of Architecture, presented solutions to previous Committee reservations to the Beach Chalet project. Flooring materials for the stairwell will have no raised bumps. Colors will be matched to the present colors. In response to the concern about acoustical tiles in the main exhibit room, the decision has been made to have no tiles since they do not work with the historic wood beams.

Motion to remove contingency for Beach Chalet Project.

Moved: Gatti

Vote: Unanimous



CITY AND COUNTY OF  
SAN FRANCISCO





Civic Design Review Committee Minutes 4/15/96

IV. SFIA/Main Executive Terminal/Hangars/Vehicle  
Maintenance Building, Landscape Design Phase I, II

Dana Banks presented the revised landscape design for Phase I, II. The plaza area has been simplified to be more compatible with the high tech image of the building. The paving pattern has been simplified. The colors of the paving have been refined. The main color will be a light beige with dark beige accenting. Plantings will be wind- and drought-tolerant. Fencing will be black vinyl-coated chain link with a simple metal gate. A concrete bench with an aluminum back will be a focal point. In response to a question about whether a bench was appropriate, Ms. Banks said that she thought it would be used.

Motion to approve SFIA Airport/Main Executive  
Terminal/Hangars/Vehicle Maintenance Building Landscape  
Design Phase I, II.

Moved: Meyer

Vote: Unanimous

V. Stanyan Meadows Entry Design Phase I, II

Deborah Learner, Recreation and Park Department, and Martha Ketterer, DPW, presented the design for the entry at Haight and Stanyan. It is designed to provide improved pedestrian access and a better view into the park. The entry design is a simple plaza with columns (8 feet tall with 5-foot columns to the side), raised planting beds, and a barrier rail to guide pedestrian circulation. Materials will complement the stone of McLaren Lodge. Ms. Ketterer presented four sample materials--a gray concrete veneer stone, two sandstone samples and a fourth that was not identified.

Commissioner Meyer thought that columns and plantings should be taller and lit at night to accommodate viewing needs from Haight St. Commissioner Gatti suggested that all the columns should be taller. Commissioner Rogers liked the design, but said the pedestrian way needed definition. He suggested the use of large columns to flank the pedestrian entryway.

In response to questions on lighting, the project team said some poles could be relocated to the new entry area. Of the samples, the Committee members preferred the fourth. The Committee members asked the design team to consider the option of additional columns with the possibility of increasing their height.

Motion to approve Stanyan Meadows Entry Design Phase I.

Moved: Meyer

Vote: Unanimous



## Civic Design Review Committee Minutes 4/15/96

### VI. Fulton Street Mall Design Guidelines Draft for Citizen Review

Evan Rose, Planning Department, and the Committee members discussed the draft guidelines for the Fulton Street Mall design. Mr. Rose summarized them briefly. The guidelines embody the general goals and ideas for Civic Center. Fulton Street will be closed to through traffic. The Pioneer Monument would reinforce the axis. Some passenger dropoff will be needed. There will be some decorative paving.

The Commissioners voiced concern about the coordination of the Mall design with an overall Civic Center plan.

Commissioner Rogers said that too much of the open space was paved and the softscape too minimal. Commissioner Gatti said that Fulton Street should be open to vehicular traffic.

For specific changes to the guidelines, the Commissioners made the following suggestions.

- \* The term "flexible space" suggests too much hardscape and should be amended.

- \* Plans for softscape do not encourage enjoyment of the softscape and should be changed accordingly.

- \* The use of water should be introduced.

- \* Ideas for light space and education should be explored.

Motion to approve Fulton Street Mall Design Guidelines Draft with amendments.

Moved: Meyer

For: Freebairn-Smith, Rogers, Meyer

Against: Gatti

### VII. Fence for SOMA Gardens Phase I, II, III

Douglas Wildman, S.F. League of Urban Gardeners, presented plans for the SOMA Gardens fence, which has been requested by the community. It would consist of four-foot-high redwood boards with two feet of lattice above, allowing pedestrians to view the garden.

The Commissioners expressed concern about the disappearance from view of part of the mural inside the garden. They thought the fence needed to be more transparent to preserve visibility to vehicular traffic and the greater community. Mr. Wildman agreed to ask the community to consider other options.





Civic Design Review Committee Minutes 4/15/96

VIII. SFIA International Airport Contract Nos. 5828 and 5831  
Emergency Response Facilities Phase I

Michael Varner, Project Manager, SFIA, presented the plans for two emergency response facilities. No. 1 is a relocated facility and no. 3 is new.

No. 1 consists of a vehicle base plus an administrative and living facility. The vehicle base is a metal building with a curved roof structure. The administrative/living facility is steel with a curved roof structure. The walls will be treated with stucco. Facility no. 3 is a mirror image of No. 1, except for a more extended administrative/living area.

The Commissioners asked that the square mechanical area be given design attention. They also asked for some consideration of outdoor spaces for the crew.

Motion to approve SFIA Airport Contract Nos. 5828 & 5831  
Emergency Response Facilities Phase I.

Moved: Meyer

Vote: Unanimous

IX. Dobbs International Flight Kitchen Phase II

Dan Gates, Miller Cook Architects, presented colors and materials. Materials are tiltup concrete and some precast concrete with aluminum perforated metal for accenting. There will be a heavier dark base and a lighter top. Accents include aluminum, white on the roof, and bold blue, the Dobbs corporate color. An outside patio space on the roof will not be visible from the outside.

Commissioner Meyer suggested that a taller entrance would make a stronger statement. Commissioner Rogers said the landscape architect should reconsider use of bougainvillea.

Motion to approve Dobbs International Flight Kitchen Phase II.

Moved: Meyer

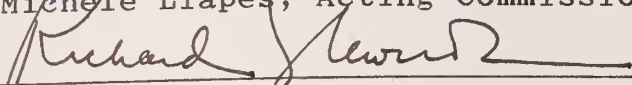
Vote: Unanimous

X. Commissioner and Staff Reports

Commissioner Freebairn-Smith updated Committee members on the Mid-Embarcadero roadway design.

The meeting adjourned at 6:30 p.m.

Submitted   
Michele Liapes, Acting Commission Secretary

Approved   
Richard Newirth, Director





MAY 1996





# SAN FRANCISCO ART COMMISSION

## CIVIC DESIGN REVIEW COMMITTEE

REGULAR MONTHLY MEETING MONDAY, MAY 20, 1996

3:00 P.M.

25 VAN NESS AVENUE

COMMISSION MEETING ROOM SUITE 70

SAN FRANCISCO, CA 94102

### A G E N D A

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- I. Roll Call: Commissioners Freebairn-Smith, Gatti, Meyer, Rogers
- II. HALLIDIE PLAZA ACCESS ELEVATOR  
PHASE III  
Glenn Hunt, Bureau of Architecture  
Michael Willis & Charles Leoni, Michael Willis & Associates Architects
- III. ALEMANY PUMP STATION STANDBY GENERATOR BUILDING  
Phase III  
Lota Nugid, Utilities Engineering Bureau  
Mary Hobson, Project Engineer
- IV. MID-MARKET STRATEGIC PLAN: 1995-1996  
Discussion and possible motion, removal of granite benches.  
Susana Montana, Planning Department
- V. PANHANDLE PLAYGROUND REHABILITATION PROJECT  
Phase I, II, III  
Deborah Learner, Recreation and Park Department



CITY AND COUNTY OF  
SAN FRANCISCO



- VI. CIVIC CENTER PLAZA PLAYGROUND II  
Phase I  
John Thomas, Landscape Architect, DPW  
Deborah Learner, Recreation and Park Department
- VII. STANYAN MEADOWS ENTRY DESIGN  
Phase II  
Deborah Learner, Recreation and Park Department  
Martha Ketterer, Landscape Architect, DPW
- VIII. MISSION STREET PEDESTRIAN LIGHTING  
Phase I & II  
Martha Ketterer, Landscape Architect, DPW
- IX. DOBBS INTERNATIONAL FLIGHT KITCHEN  
Phase III  
Dan Gates, Miller Cook Architects
- X. AUTOMATIC PUBLIC TOILET PROGRAM  
ROLL-UP DOOR KIOSK  
Phase I, II, III  
Jacob Szeto, Department of Public Works  
representative, JCDecaux
- XI. NORTH & SOUTH INTERNATIONAL PARKING GARAGES/SFIA  
(Parking Structure - Lots A & B, Contract 5600.C)  
Phase II  
Ron Castillo, SFIA  
Peter Hockaday & Jim Fong, ED2/MBT
- XII. CONCOURSE H/AIRPORT BART STATION/SFIA (Contract 5670)  
Phase I  
Ron Castillo, SFIA  
Peter Hockaday & Jim Fong, ED2/MBT
- XIII. COMMISSIONER AND STAFF REPORTS
- XIV. ADJOURNMENT

5/13/96







# SAN FRANCISCO ART COMMISSION

## PROGRAMS

CIVIC ART COLLECTION  
CIVIC DESIGN REVIEW  
COMMUNITY ARTS  
& EDUCATION  
CULTURAL EQUITY GRANTS  
POPS SYMPHONY CONCERTS  
PUBLIC ART

STREET ARTISTS LICENSES  
SUITE 70  
415.252.2581

ART COMMISSION GALLERY  
401 VAN NESS AVENUE  
415.554.6080

## MINUTES

### SAN FRANCISCO ART COMMISSION CIVIC DESIGN REVIEW COMMITTEE SPECIAL MEETING

May 20, 1996

25 Van Ness Avenue - Commission Meeting Room - Suite 70  
3 p.m.

#### I. Roll Call

Commissioners present: Rod Freebairn-Smith,  
Stanlee Gatti, Bill Meyer, Emery Rogers

Staff present: Nancy Gonchar, Rich Newirth,  
Michele Liapes

The meeting was called to order at 3:10 p.m.  
Commissioner Meyer arrived at 3:20

#### II. Alemany Pump Station Standby Generator Building Phase III

Lota Nugid, Utilities Engineering Bureau, and Mary Hobson,  
Project Engineer, presented final drawings for the 36-foot  
by 28-foot standby generator building.

Motion to approve Alemany Pump Station Standby Generator  
Building Phase III

Motion: Gatti

Vote: Unanimous

#### III. Hallidie Plaza Access Elevator Phase III

Architect Michael Willis addressed Committee concerns about  
the leading edge of the screen. It will be rolled, not a  
sharp edge, and will not present a safety issue. Except for  
braces, nothing new has been added to the design. In regard  
to material, he discussed the possibility of alternates to  
the stainless steel in the event that the product did not  
meet city cost guidelines. The Commissioners expressed  
their strong preferences for stainless steel. They agreed  
to approve Phase III on the condition that, if the materials  
change, the architect will have to return for Phase II, III.

Motion to approve Hallidie Plaza Access Elevator phase III

Motion: Gatti

Vote: Unanimous

#### IV. Mid-Market Strategic Plan: 1995-1996

Susana Montana, Planning Department, presented plans for  
removal of the granite benches along Market Street between  
5th and 8th streets. She described the goal of transforming  
the Mid-Market area into a critical mass of small and large  
cultural destinations. She said that the streets needed to  
be cleaned up first and that the benches had become  
gathering places for drug dealing, panhandling, and other



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activities that were a deterrent to both residents and tourists. The merchants asked to have the benches removed for a three- to five-year period.

In public testimony, Captain Dennis Martel, SFPD, and Officer Russ Laflin, SFPD, urged the Committee to approve the removal of the benches because they had become a comfortable environment for drug dealers, gamblers, and aggressive panhandlers. They said that the mid-Market stretch had become a high crime area. Carolyn Diamond, Market Street Association, cited blatant drug activity. Robert Garcia, Save Our Streets, said that removal of transit shelters from Jones and Geary streets had alleviated crime in those areas. Steve Raymond, Renoir Hotel, said that redlining by the Japanese Government of Market Street west of 5th had adversely affected tourist business. He offered to provide complimentary seating at the Renoir Cafe for the disabled and elderly. Phillip Faight, Theater District Neighborhood Association, and G. Paul Boschetti also said that the benches were focal points of criminal activity and a deterrent to business. George Antoniotto, Judi's Place, asked that benches be removed from the 1400 block as well. Darryl Smith, 509 Cultural Center, suggested that the benches be converted into venues for public art projects. Susana Montana reiterated the need to develop a critical mass of cultural destinations and endorsed the idea of using the benches as art venues.

The Commissioners discussed the desirability of removing the benches for a limited time only and the possibility of eventual use of the benches for public art. Commissioner Freebairn-Smith cited a need on the part of the merchants to form a business improvement district. He said that the issues were not confined to the benches but were broader ones of land use and social problems.

The Commissioners wanted to ensure that removal would be temporary only. They specified that, if removal exceeded a five-year period, the issue would have to come before the Committee again. They agreed that the Art Commission would seriously explore the possibilities of art use for the benches.

Motion to remove 14 benches between 5th and 8th streets for a period not to exceed five years from time of removal.

Motion: Gatti

For: Gatti, Rogers

Against: Freebairn-Smith.

Abstain: Meyer





Motion to amend "Policy Statement, Market Street Granite Seating" to say, " 1) None of seating will be permanently removed."

Motion: Gatti

Vote: Unanimous

V. Panhandle Playground Rehabilitation Project Phase I, II, III

Deborah Learner, Recreation and Park Department, presented plans for July 20 installation of playground equipment, donated by Saturn Corporation, in the existing oval just west of Masonic on the south side.

Motion to approve Panhandle Playground Rehabilitation Project Phase I, II, III

Motion: Meyer

Vote: Unanimous

VI. Civic Center Plaza Playground II Phase I

John Thomas, DPW Landscape Architect, and Deborah Learner, Recreation and Park Department, addressed previous Committee concerns about coordinating the playground with the Beaux Arts environment. Mr. Thomas presented a revised configuration and color changes. Colors proposed were deep blue with green accenting, red paving, and blue and yellow topping as accent color to emphasize passageways. Black metal fencing will be located between two rows of olive trees.

Regarding color, Commissioner Gatti suggested dark green metal. Commissioner Meyer suggested the coloring should be in keeping with the surrounding pallate of gray, black, steel and white.

In public testimony, Darryl Smith, Eileen O'Donnell, Blair Collins, Alice Wadlington, Michael Anderson, Cynthia Peterson, Nancy Ong, Jacky Spencer-Davies, Margui Irizarry, and Midge Wilson endorsed the design of the playground.

The Commissioners agreed that the color scheme should blend in with the trees. Commissioners Gatti, Freebairn-Smith and Rogers all expressed a preference for deeper greens. Commissioner Meyer liked the idea of a tile scheme that served as a guide on the pathways.

Commissioner Freebairn-Smith expressed his concern about design conformity for the Civic Center Plaza as a whole. He suggested that members of the Planning, Recreation and Park, and Art Commissions meet with Evan Rose on conceptual issues.





Motion to approve Civic Center Plaza Playground II Phase I  
Motion: Gatti  
Vote: Unanimous

VII. Stanyan Meadows Entry Design Phase II

Deborah Learner, Recreation and Park Department, and Martha Ketterer, DPW, presented the design change of a three-column entrance and the cast stone material that Committee members had said they preferred at the previous presentation.

Motion to approve Stanyan Meadows Entry Design phase II  
Motion: Meyer  
Vote: Unanimous

VIII. Mission Street Pedestrian Lighting Phase I, II

Martha Ketterer, DPW, presented plans for retrofitted lighting on Mission Street between 16th and 24th streets. The lights will consist of a cast iron base with two fixtures as well as a banner arm. The color will be deep burgundy with gold accents.

In public testimony, Chris Collins, Mission Merchants Association, expressed concern about the fixed brackets for the banner fixtures. Ms. Ketterer said that the fixtures were designed for easy changeability and explained methods for inserting and changing banners. Frank Morales, Mission Playground Neighborhood Association, expressed his support for the new lighting

The Commissioners agreed to introduce a motion to approve Phase III under Committee Reports at the next Commission meeting.

Motion to approve Mission Street pedestrian lighting Phase I, II  
Motion: Gatti  
Vote: Unanimous

IX. Dobbs International Flight Kitchen Phase III

Dan Gates, Miller Cook Architects, presented final drawings for the Dobbs International Flight Kitchen.

Motion to approve Dobbs International Flight Kitchen Phase III  
Motion: Gatti  
Vote: Unanimous



X. Automatic Public Toilet Program, Newsstand Roll-up Door Kiosk Phase I, II, III

Jean Francois Nion, JCDecaux, presented plans for upgrading news stands to conform to ADA Guidelines. The doors will swing on the bottom with a rolling door on the top. The stands will have awnings, for which two alternatives were presented. One possibility was a new awning with a molded edge. The other was an awning of the same design already on the stands, except that it would have a much shorter arm. The Commissioners approved the alternative with the much shorter arm.

Motion to approve automatic newsstand roll-up door kiosk phase I, II, III.

Motion: Meyer

Vote: Unanimous

XI. North & South International Parking Garages/SFIA, Phase II

Peter Hockaday and Jim Fong, ED2/MBT, presented design changes resulting from value engineering. Mr. Hockaday emphasized that the integrity of the design had been maintained, and the basic massing was unchanged. Changes include a 20-foot bay instead of a 30-foot bay, a bridge instead of a tunnel, and the removal of parking from under the roadways and the BART system. A ninth floor has been added to the parking structure. The platform that was to hold up landscaping has been deleted, but the trees would still be healthy. The only new element is the connecting bridge between the north and south structures. The basic building is a concrete shell with an aluminum screen system. The exterior is precast concrete. There will be a 20% perforated metal screen around the curved end of the building.

Pat O'Brien reviewed the landscaping. She described two planting options, a eucalyptus scheme and a cypress scheme.

In Committee discussion, Commissioner Gatti expressed reservations about the monochromatic color scheme of grays for the building. Mr. Hockaday replied that there would be changes in reflectivity, depending on lighting conditions. Commissioner Rogers said that he liked the subdued quality of the materials. For landscaping, Commissioners Meyer, Rogers and Gatti expressed their preference for the cypress scheme.

Motion to approve North & South International Parking Garages/SFIA Phase II

Motion: Meyer

Vote: Unanimous



## XII. Concourse H/Airport Bart Station/SFIA Phase I

Peter Hockaday and Jim Fong, ED2/MBT, presented conceptual plans for the BART Station Boarding area, called concourse H. It is a structured system that accommodates BART trains on the 5th level and the light rail system on the 7th level. The metal clad building, designed for compatibility with the International Terminal, will be like Concourse G. The project team presented two aesthetic interpretations. In scheme A, the concrete wall would be behind metal panels and glass curtains. In scheme B, the concrete wall is exterior. Both alternatives exhibit a dark-light scheme. The Commissioners approved Scheme A because the building would be veiled in a nice way.

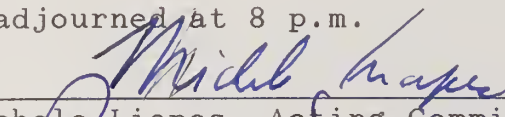
Motion to approve Concourse H/Airport Bart Station/SFIA Phase I

Motion: Meyer

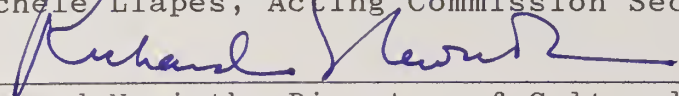
Vote: Unanimous

The meeting adjourned at 8 p.m.

Submitted

  
Michele Liapes, Acting Commission Secretary

Approved:

  
Richard Newirth, Director of Cultural Affairs

SFIA  
CONCOURSE H  
PHASE I





JUNE 1996





# SAN FRANCISCO ART COMMISSION

## CIVIC DESIGN REVIEW COMMITTEE

REGULAR MONTHLY MEETING MONDAY, JUNE 17, 1996

3:00 P.M.

25 VAN NESS AVENUE

COMMISSION MEETING ROOM SUITE 70

SAN FRANCISCO, CA 94102

## A G E N D A

**NOTICE:** With respect to agenda items, member of the public may address the Committee when the item is reached in the meeting after the presentation by the item representative. Speaker cards are available at all meetings. For information related to any of the following matters, please call Nancy Gonchar, Assistant Director, San Francisco Art Commission (415) 252-2584.

THE FOLLOWING ITEMS ARE SUBJECT TO DISCUSSION AND POSSIBLE ACTION WHICH MAY INCLUDE: MOTIONS OF RECOMMENDATION TO APPROVE PHASE(S) UNDER REVIEW OR A COMBINATION OF PHASE(S), RECOMMENDATION TO APPROVE WITH CONTINGENCIES, RECOMMENDATION TO DISAPPROVE, RECOMMENDATION TO DEFER APPROVAL. (PHASE I DESIGN CONCEPT; PHASE II DESIGN DEVELOPMENT WITH COLORS AND MATERIALS; PHASE III FINAL APPROVAL)

- I. Roll Call: Commissioners Freebairn-Smith, Gatti, Meyer  
Commissioner Rogers is excused.
- II. 911/OES EMERGENCY COMMUNICATIONS CENTER  
Phase II  
Paul Travis, Bureau of Architecture  
Clark Manus, Heller & Manus Architects
- III. NEW RICHMOND COMMUNITY CENTER  
Phase III  
Bob Nist, Bureau of Architecture
- IV. CIVIC CENTER PLAZA PLAYGROUND II  
Phase II  
John Thomas, Landscape Architect, DPW  
Deborah Learner, Recreation and Park Department



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- V. PORTSMOUTH SQUARE LOWER LEVEL  
Phase I, II  
John Thomas & Brain Gatter, DPW  
Deborah Learner, Recreation and Park Department  
Kenji Murokami
- VI. COMMISSIONER AND STAFF REPORTS
- VII. ADJOURNMENT

6/10/96







# SAN FRANCISCO ART COMMISSION

## MINUTES

### SAN FRANCISCO ART COMMISSION CIVIC DESIGN REVIEW COMMITTEE SPECIAL MEETING

June 17, 1996

25 Van Ness Avenue - Commission Meeting Room - Suite 70  
3 p.m.

#### PROGRAMS

CIVIC ART COLLECTION  
CIVIC DESIGN REVIEW  
COMMUNITY ARTS  
& EDUCATION  
CULTURAL EQUITY GRANTS  
POPS SYMPHONY CONCERTS  
PUBLIC ART

STREET ARTISTS LICENSES  
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415.252.2581

ART COMMISSION GALLERY  
401 VAN NESS AVENUE  
415.554.6080

#### I. Roll Call

Commissioners present: Rod Freebairn-Smith,  
Stanlee Gatti, Bill Meyer

Staff present: Nancy Gonchar, Rich Newirth,  
Michele Liapes

The meeting was called to order at 3:00 p.m.

#### II. 911/OES Emergency Communications Center, Phase II

Architect Clark Manus presented colors, materials, and changes to the plans for the 911 Center. The building will be shorter and tighter to correspond with the playing field. All mechanical equipment will be concealed. In response to a previous Committee request that the entrance be addressed, Mr. Manus said that the entry, which is on the south side of the building, will have a canopy to provide demarcation. The Turk Street side of the building will be a series of vertical expressions with a trellis-type construction. The metal work will be green-gray. The roofing is zinc. The primary facade will be constructed of solex and porcelain panels.

In answer to questions about the towers and disks, Mr. Manus said that there would be no free-standing towers and that disks would be placed as far back as possible.

Commissioner Meyer suggested that some transition should occur where the balcony extends beyond the face of the columns.

Curator Tonia Macneil said that, for the art enrichment, the artist was working with the wall and with the concept of indentations in the concrete.

The Commissioners agreed to approve phase II with the following conditions: that the disks and antennae be placed as far back as possible from the north roof guardrail; that the transition for the south-facing balcony be studied further.



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Motion to approve 911/OES Emergency Communications Center,  
Phase II.

Motion: Gatti  
Vote: Unanimous



Civic Design Review Committee Minutes 6/17/96

III. New Richmond Community Center

Hal Brandes, Marquis Associates, and Bob Nist, BOA, presented the final drawings for the New Richmond Community Center. Parking has been moved further on site and is shielded by more landscaped areas. An art enrichment project is integrated into the landscape. The roof material color has been changed to a warm gray in response to a committee objection to the previous dark green. There is also less metal siding.

Though some concerns about the colors and quantity of visual textures were raised, the Commissioners agreed that they should not request further changes after a previous committee had approved Phase II.

Motion to approve New Richmond Community Center, Phase III

Motion: Freebairn-Smith

Vote: Unanimous

IV. Civic Center Playground II, Phase II

John Thomas, Landscape Architect, DPW, and Deborah Learner, Recreation and Park Department, presented color revisions. In response to a previous committee instruction to use green as the primary color, they presented a green that is similar in hue to the JCDecaux fixtures. They suggested an accent color of red, and a third color, tan, for the slides. The ground plane will be in the subdued grays and blacks of the plaza. The Commissioners objected to the red as an accent color. It was agreed that either muted gold or tan would be used as accents. The Committee agreed to recommend the approval of Phase III at the next Commission meeting during Committee Reports.

Motion to approve Civic Center Plaza Playground II, Phase II.

Motion: Freebairn-Smith

Vote: Unanimous

V. Portsmouth Square, Lower Level, Phase I, II

John Thomas, DPW, Deborah Learner, Recreation and Park, and architect Kenji Murokami presented the concept, colors and materials for Portsmouth Square, Lower Level. They summarized the features of the upper level, completed two years ago. The principal paving materials are Sierra white and gray concrete. The benches have cast iron frames. The light standards are acorn fixtures painted red. The details of the upper level will be carried through on the lower level. The materials, granite aggregate and lightweight concrete, will be similar. There will be flowering trees at the entrances. The building has been designed as a quiet addition to the existing bridge across Kearny Street. The





Civic Design Review Committee Minutes 6/17/96

architects have borrowed the modular characteristic of the bridge. The material will be wood covered with stucco which will match the bridge. There will be an academy black base. There will be French doors, and window openings have been maximized.

The Commissioners suggested a clear separation of color between the building and the bridge.

Motion to approve Portsmouth Square Lower Level, Phase I, II

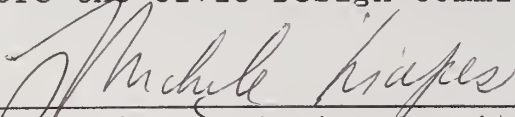
Motion: Gatti

Vote: Unanimous

VI. Staff Reports

Public Art Program Director Jill Manton gave the Committee an update on the integration of the art into the urban design of the Mid-Embarcadero. The paving pattern in front of the Ferry Building will consist of alternating bands of light and dark granite. The center island will have a pair of water features on both the north and south side, which will function as seating and, at night, as light fixtures.

Ms. Manton also said that a companion waterpiece for the Vaillancourt Fountain, with indigenous planting, was also being proposed. There is a possibility that the Vaillancourt Fountain's rusty stairway might be replaced with something ADA accessible and more attractive. Changes to the fountain will come before the Civic Design Committee at a future meeting.

Submitted   
Michele Liapes, Acting Commission Secretary

Approved   
Richard Newirth, Director







SAN FRANCISCO ART COMMISSION  
CIVIC DESIGN REVIEW COMMITTEE GUIDELINES

INTRODUCTION

The Art Commission's responsibility for the approval of the design of structures on city property is identified in Charter Section 3.601. The charter gives power to the Commission for the review and approval "with respect to the design of buildings, bridges, viaducts, elevated ways, approaches, gates, fences, lamps or other structures erected or to be erected upon land belonging to the city and county, and concerning arches, bridges, structures and approaches which are the property of any corporation or private individual and which shall hereafter be erected or contracted for, and may advise in respect to lines, grades and platting of public ways and grounds." (San Francisco Charter Section 3.601)

The San Francisco Art Commission adopted, in 1993, the following Mission Statement:

*The San Francisco Art Commission is the City Agency that champions the arts in San Francisco. Believing that a creative cultural environment is essential to the City's well being, our programs integrate the arts into all aspects of City Life.*

The first goal in the Strategic Plan of the Art Commission is "To ensure the highest quality of urban design where the arts are a constant presence." The urban design review responsibility is assigned to a standing subcommittee of Commissioners called the Civic Design Review Committee. The Committee is composed of two architects, one landscape architect and one artist.

The Civic Design Review Committee has a responsibility to insure that civic projects clearly reflect the public interest by being appropriate to their surroundings in design, scale, massing, and are easily accessible, safe, comfortable, and represent the highest urban design standards.

SUBMISSION REQUIREMENTS: Architectural and Civic Design Projects

Projects submitted to the San Francisco Art Commission are evaluated in accordance with a three phase review process which allows the Commission to assist the applicant in developing a project that will attain a high level of design quality and fit appropriately into the urban environment. The review process also assists the applicant by providing Commission guidance prior to the expenditure of large amounts of time and capital in the preparation of detailed design and construction documents.

Applicants seeking project review and approval from the Art Commission should send a letter requesting that the project be placed on the agenda of the Civic Design Review Committee. Such letters of request must be received at the Commission's office by noon Monday one week prior to the scheduled monthly Civic Design Committee meeting. The project will be scheduled by the Civic Design Review Coordinator for review. The mailing address is: Civic Design Review, San Francisco Art Commission, 25 Van Ness Suite 240, San Francisco, CA 94102



## CIVIC DESIGN REVIEW SUBMISSION REQUIREMENTS

The Commission's Civic Design Review Committee will make one of the following recommendations - either "approval" or "approval with contingencies" or "disapproval" - to the full Art Commission at its next regularly scheduled meeting. The Civic Design Review Committee may choose to withhold approval/disapproval, requesting the applicant to re-submit the project for design approval. All contingencies must be removed for Final Phase III approval. Project with pending environment reviews will not receive a final Phase III approval until the certification of any Environmental Impact Report or Negative Environmental Declaration has occurred.

Applicants are required to have a representative available at the Civic Design Committee's meeting to explain their project and answer questions of the Committee. Attendance of the applicant at the full Commission meeting is not required - unless specifically requested by the Committee.

Project Submission Requirements are as follows:

### *PHASE I SCHEMATIC DESIGN REVIEW*

Purpose: To review the project in its conceptual and schematic form.

The Phase I introductory presentation to the Committee is critical in defining the project. The presentation should begin with a general introduction of the project and the project sponsor's goals. This introduction should contain history of the project and/or building and its historical significance, if appropriate. The departmental programming concerns, requirements, functions and services which are or will be performed within the building or project should be established. Within the presentation, architectural criteria such as building massing, specific design goals and concerns should be reviewed. It is the responsibility of the presenting agency to identify for the Committee any Master Plan considerations, Environmental reviews, or comments of other reviewing agencies (i.e. Landmarks Board). Major projects may require more than one meeting before Phase I approval is obtained.

Concerns:

1. Location of the project site;
2. Relationship of the proposed construction to the site and its effect on the surrounding community;
3. General form, appearance, and character of the project as it relates to the surrounding physical environment;
4. General materials of construction; and
5. Potential for art enrichment within the scope of the project

Minimum Requirements:

1. Photographs of the actual building site and the immediate surrounding area (black and white, or color 8 x 10 ", mounted on light-weight board not to exceed 30 x 40 " in dimension that will also include a site map identifying the exact location and surrounding vicinity of the project).
2. Schematic design drawings mounted on light-weight board not to exceed 30 x 40 " in dimension. (Exceptions to the maximum size may be made for projects the scope and scale which require larger drawings.)





## CIVIC DESIGN REVIEW SUBMISSION REQUIREMENTS

### Phase I. cont.

While drawings are preferred with color applied to differentiate areas and materials, black-and-white drawings will be accepted. Drawings should include:

- a. Site plan including surrounding area;
- b. Schematic building elevations plans and sections;
- c. Perspective sketch(es) - Note: sketches are desired but not required for landscape or playground projects.

The applicant will be responsible for transporting drawings, materials samples, and other visual aids to all required meetings.

3. Three-dimensional study or presentation models are desirable when appropriate but not always required. However, such models may be required at the discretion of the Civic Design Committee or the full Art Commission.
4. Documents identifying project funding sources to identify eligible art enrichment projects.

Note: If a project is determined to be art enrichment eligible, the applicant or appropriate representative shall agree to meet with the Commission's Public Art Staff to develop preliminary plans for the incorporation of art work(s) in the project p r i o r t o Phase I review and approval of the project by the Civic Design Committee.

Should the Visual Arts Committee elect to make no recommendation for inclusion of art enrichment in the project, the applicant shall receive a document so stating and shall be released from any further obligations regarding art enrichment in the project.

### PHASE II DESIGN DEVELOPMENT REVIEW

Purpose                      To Review the project in more detail prior to applicant's commencing with contract documents.

Phase II Design review begins with a brief summary of the Phase I discussion which identifies the areas of concern to be addressed during the Phase II review.

Concerns:                      1. Detailed site development including landscaping;  
                                      2. Specific Architectural design or urban design appearance;  
                                      3. Specific materials and textures;  
                                      4. Design details as they affect project appearance;  
                                      5. General color scheme; and  
                                      6. Detailed art enrichment proposal for the project, if applicable, describing the parameters of the program, type of art work to be considered, location(s), and funding amounts to be allocated for art work.

Minimum Requirements:                      1. All materials submitted for Phase I review with further design development. Drawings to be mounted on light-weight board not to exceed 30 x 40" in dimension. Color coding desired but not required.





## CIVIC DESIGN REVIEW SUBMISSION REQUIREMENTS

- Minimum Requirements Cont.
2. Landscape schematic plan to be mounted on light-weight board not to exceed 30 x 40 " in dimension. Color coding desired but not required.
  3. Samples of proposed colors and materials.
  4. Outline of the art enrichment program for the project and proposed budget for art work.

Note: The applicant or appropriate representative shall consult with the Commission's Visual Arts Committee in order to finalize the art enrichment plan p r i o r t o Phase III review of the project by the Civic Design Committee.

### PHASE III CONTRACT DOCUMENT REVIEW

Purpose: To insure that the completed project will conform to earlier submittals and that the final project is acceptable as to quality, appropriateness of materials and aesthetic merit of design. Should any design changes occur after Phase III review or as a result of the bid process, it is the sponsors responsibility to return with the project for an additional Phase III review and approval/disapproval of changes.

- Concerns:
1. Final design details as they affect the project aesthetic and function;
  2. Specific materials, textures, and finishes;
  3. Site development details;
  4. Specific external colors and any internal colors affecting exterior appearance;
  5. External project graphics and signage; and
  6. Art Enrichment project details describing their relationship to local aesthetic, environmental, and social concerns.

- Minimum Requirements:
1. One set of bound substantially complete project working drawings (color coding of important drawings and details will speed review).
  2. Project's exterior color scheme to be mounted on a light-weight board not to exceed 30 x 40" in dimensions.
  3. Project's exterior graphics and signage to be presented in most descriptive and convenient manner.
  4. Evidence that applicant is working with the Commission's Visual Arts Committee on art enrichment for the project.

### CONSTRUCTION/IMPLEMENTATION:

It is the responsibility of the applicant to inform the Art Commission of any changes which affect the design and/or materials as approved by the Art Commission through the Civic Design Review three phase process.

FURTHER ENQUIRIES SHOULD BE DIRECTED TO THE COORDINATOR OF THE CIVIC DESIGN REVIEW COMMITTEE. 252-2593

Revision Adopted: May 16, 1994 CDR Committee

CDRGUID.WPS

6/23/94









# SAN FRANCISCO ART COMMISSION

## CIVIC DESIGN REVIEW COMMITTEE

REGULAR MONTHLY MEETING MONDAY, JULY 15, 1996

3:00 P.M.

25 VAN NESS AVENUE

COMMISSION MEETING ROOM SUITE 70

SAN FRANCISCO, CA 94102

### PROGRAMS

CIVIC ART COLLECTION  
CIVIC DESIGN REVIEW  
COMMUNITY ARTS  
& EDUCATION  
CULTURAL EQUITY GRANTS  
POPS SYMPHONY CONCERTS  
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- I. Roll Call: Commissioners Freebairn-Smith, Gatti, Meyer, Rogers
- II. SAN FRANCISCO INTERNATIONAL AIRPORT/MAIN EXECUTIVE TERMINAL/HANGARS/VEHICLE MAINTENANCE BUILDING  
Phase III  
Joseph Chow, Joseph Chow & Associates  
Steve Hung, Project Manager, SFIA  
Eugene Runnels, Corlett, Skaer & DeVoto
- III. JAPANESE TEA GARDEN/ADA IMPROVEMENTS  
Phase I & II  
Martha Ketterer, Landscape Architect, DPW  
Kenji Murokami, consulting architect  
Deborah Learner, Recreation and Park Department
- IV. MUNI Metro Extension/Platform Canopy and Communication System  
Phase II & III  
Ken Jew, MUNI Capital Projects  
Phil Herzer, MUNI Capital Projects



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- V. SAN FRANCISCO INTERNATIONAL AIRPORT/AIRPORT RAIL TRANSIT (ART) DOMESTIC TERMINAL STATIONS/AIRPORT CONTRACT NUMBER 5706  
Phase I  
Kristi Waldron, Kwan Henmi Architecture and Planning, Inc.  
Willy Tsai, Project Manager, SFIA
- VI. SAN FRANCISCO INTERNATIONAL AIRPORT/CONCOURSE H/ AIRPORT BART STATION/AIRPORT CONTRACT NUMBER 5670  
Phase II  
Peter Hockaday, MBT Architecture  
Jim Fong, ED2/MBT International  
Ron Castillo, Project Manager, SFIA
- VII. HALL OF JUSTICE/BARRIER REMOVAL  
Phase I & II  
Glenn Hunt, Project Architect, DPW Bureau of Architecture
- VIII. SAN FRANCISCO INTERNATIONAL AIRPORT/INTERNATIONAL TERMINAL INTERIM EXPANSION/AIRPORT CONTRACT 3524  
Phase I  
Roland Lau, Fong & Chan Architects  
Michael Allen, Project Manager, Bureau of Design and Construction
- IX. COMMISSIONER AND STAFF REPORTS
- X. ADJOURNMENT

7/8/96

4  
CANCELED REVIEW





# SAN FRANCISCO ART COMMISSION

## MINUTES

### SAN FRANCISCO ART COMMISSION CIVIC DESIGN REVIEW COMMITTEE MEETING

July 15, 1996

25 Van Ness Avenue - Commission Meeting Room - Suite 70  
3 p.m.

#### PROGRAMS

CIVIC ART COLLECTION  
CIVIC DESIGN REVIEW  
COMMUNITY ARTS  
& EDUCATION  
CULTURAL EQUITY GRANTS  
GALLERY  
POPS SYMPHONY CONCERTS  
PUBLIC ART

STREET ARTISTS LICENSES  
SUITE 70  
415.252.2581

#### I. Roll Call

Commissioners present: Emery Rogers, Stanlee Gatti, Rod Freebairn-Smith

Staff present: Nancy Gonchar, Michele Liapes

The meeting was called to order at 3:10 p.m.

#### II. San Francisco International Airport/Main Executive Terminal/Hangars/Vehicle Maintenance Building Phase III

Joseph Chow, Joseph Chow & Associates presented the revision of the front landscape. The stamped concrete pattern has been eliminated in accordance with previous Commissioner recommendations, and the plan simplified.

Motion to approve San Francisco International Airport/Main Executive Terminal/Hangars/Vehicle Maintenance Building Phase III

Motion: Gatti

Vote: Unanimous

#### III. Japanese Tea Garden/ADA Improvements, Phase I & II

Kenji Murokami, architect, Deborah Learner, Recreation and Park, and Martha Ketterer, DPW, presented Phase I and II. A subtle, minimal approach has been taken in the development of a path of travel through the garden that allows people in wheelchairs access to all the main features. Improvements are based on recommendations of disability consultant Barry Atwood. The existing entry ramp will be more gently graded and have one handrail. Three of the granite bridges will be widened to 36 inches. The stones of Maple Lane will be reset to be flush with the surface and less bumpy. Access to Long View Bridge will be given a softer slope. Access to the restrooms will be given a slope of 12 to 15 instead of the existing 1 to 12. The bridge itself will have wood planking. The issue of whether to include a curb or handrails will be heard before the Appeals Board. The entrance to the gift shop will be a series of stepping stones that function as a ramp.



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For the restrooms, two distinct buildings will be created that conform to the Japanese Tea Garden. The character will be a simple post and beam system of wood with a copper roof. Roofing will consist of a main roof and a smaller top roof.



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Proposed colors have been chosen to blend into the landscape. The flooring materials will be slate. The stucco walls will be green-yellow. The Douglas Fir wood will be coated with preservative to retain the natural wood color.

Commissioner Freebairn-Smith expressed concern that future budget cuts could compromise the quality. Ms. Learner said that she did not expect any value engineering.

In response to questions about the screen on the outside, the project team said that it was actually a door with patterning applied to it. The trim would be battens.

Commissioner Rogers asked if a tongue-and-groove siding would be preferable to a batten. It was answered that the patterning would be achieved with tongue-in-groove. The project team will clarify this issue when they return for Phase III.

The Commissioners also asked to see the juxtaposition of the green-yellow color and the copper. They requested confirmation that there would be wood on the asphalt bridge.

Motion to approve Japanese Tea Garden/ADA Improvements, Phase I & II

Motion: Freebairn-Smith  
Vote: Unanimous

IV. Muni Metro Extension/Platform Canopy and Communication System, Phase II & III

Ken Jew, Muni Capital Projects, and engineer Phil Herzer presented plans for the transit shelters with windscreens for the four 120-foot long platforms along the new F line from the Ferry Building to Sixth Street. For the wind shelters, a curved glass roof will be mounted on steel canopies, supported by branching steel columns. The wind screens are also curved. The only change from Phase I is that the drain gutters are now placed at low flattened points on the roof. Supplemental lighting will consist of dual lights, mounted on column sides, that will shoot the light upward and down.

For color, the columns and beams will be gray like the Bay Bridge. Colors for the glass will vary for the four stations. Green glass is planned for the Folsom Street Platform, clear glass for Brannan Street, and white translucent glass for Second and Fourth streets.

Commissioner Freebairn-Smith expressed his concern for wind protection for riders and for diminished clarity of the structures by additional features that would hinder views of the bay. Commissioner Gatti said he thought there was too much furniture for the street. All of the Commissioners expressed concern about the presence and number of





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advertising panels. They were also concerned about the volume of material generally. Commissioner Gatti was particularly concerned about the potential for blocking views of the waterfront. Commissioner Rogers asked for a reconsideration of the color.

The Commissioners agreed to approve Phase II with the understanding that the color scheme would be re-examined and that the extent of the advertising program would be reconsidered before the project team returned for Phase III.

Motion to approve Muni Metro Extension/Platform Canopy and Communication System, Phase II.

Motion: Freebairn-Smith

For: Freebairn-Smith, Rogers

Against: Gatti

V. San Francisco International Airport/Airport Rail Transit (ART) Domestic Terminal Stations/Airport Contract Number 5706, Phase I

Kristi Waldron, Kwan Henmi Architecture and Planning, presented the concept design for three shelters for the airport rail transit system. They will be two-story stations with bridges of differing lengths and an open exposed canopy structure. There will be a light truss system for the bridges and light glazing with glass on the structure exteriors. The project team also presented greening elements of ground cover, shrubs and trees and a trellis element to soften the structure facades.

Commissioner Rogers suggested a strengthening of the look of the platform up above. The project team answered that it would be strengthened by equipment and materials. Commissioner Freebairn-Smith expressed his concern for design connections between the different projects. Commissioner Gatti said that the design meshed with the main terminal while retaining its own integrity. He also liked the greenery.

Motion to approve San Francisco International Airport/Airport Rail Transit (ART) Domestic Terminal Stations/Airport Contract Number 5706, Phase I

Motion: Gatti

Vote: Unanimous

VI. San Francisco International Airport/Concourse H/Airport Bart Station/Airport Contract Number 5670, Phase II

Peter Hockaday, MBT Architecture, and Jim Fong, ED2/MBT International, presented changes in the detail. At the station ends, the bottom light has been removed and a more solid base has been added. Also bomb blast protection has been added to the wall at the light rail level.



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The materials will be aluminum panels and aluminum windows. The glass will be slightly green tinted. The columns will be in bare concrete. There will be other concrete zones above the glass.

The Commissioners commended the project team on an excellent presentation.

Motion to approve San Francisco International  
Airport/Concourse H/Airport Bart Station/Airport Contract  
Number 5670, Phase II.

Motion: Freebairn-Smith

Vote: Unanimous

VII. Hall of Justice Barrier Removal, Phase I & II

Glenn Hunt, Project Manager, DPW BOA, presented plans for making the Hall of Justice building more accessible for the disabled community. At the Bryant Street entrance, two-by-two granite tiles would be used for the paving of a gentle walkway. The project team plans to mitigate the retaining wall and tie it in with the repetitive three elements of the building. Lighting would consist of three fixtures on poles. The mass in the middle would be black concrete with granite accents.

Commissioner Rogers objected to the use of black in front. The Commissioners agreed that colors should be kept in whites and grays.

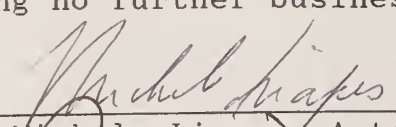
They asked Mr. Hunt to return with revisions for colors and light posts. They suggested he return for Phase II and III.

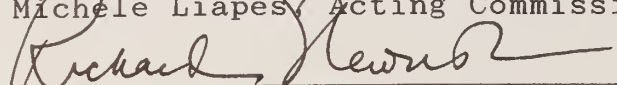
Motion to approve Hall of Justice/Barrier Removal, Phase I.

Motion: Gatti

Vote: Unanimous

There being no further business, the meeting adjourned at 6:40.

Submitted   
Michele Liapes, Acting Commission Secretary

Approved   
Richard Newirth, Director



AUGUST 1996







# SAN FRANCISCO ART COMMISSION

## CIVIC DESIGN REVIEW COMMITTEE

REGULAR MONTHLY MEETING MONDAY, AUGUST 19, 1996

3:00 P.M.

25 VAN NESS AVENUE

COMMISSION MEETING ROOM SUITE 70

SAN FRANCISCO, CA 94102

### PROGRAMS

CIVIC ART COLLECTION  
CIVIC DESIGN REVIEW  
COMMUNITY ARTS  
& EDUCATION  
CULTURAL EQUITY GRANTS  
POPS SYMPHONY CONCERTS  
PUBLIC ART

STREET ARTISTS LICENSES  
SUITE 70  
415.252.2581

ART COMMISSION GALLERY  
401 VAN NESS AVENUE  
415.554.6080

## A G E N D A

**NOTICE:** With respect to agenda items, member of the public may address the Committee when the item is reached in the meeting after the presentation by the item representative. Speaker cards are available at all meetings. For information related to any of the following matters, please call Nancy Gonchar, Assistant Director, San Francisco Art Commission (415) 252-2584.

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- I. Roll Call: Commissioners Freebairn-Smith, Gatti, Meyer, Rogers
- II. MUNI Metro Extension/Platform Canopy and Communication System  
Phase III  
Ken Jew, MUNI Capital Projects  
Phil Herzer, MUNI Capital Projects
- III. SAN FRANCISCO INTERNATIONAL AIRPORT/RENTAL CAR  
FACILITY/AIRPORT CONTRACT NUMBER 5650  
Phase II  
Frank Tomsick, ED2/MBT
- IV. SAN FRANCISCO INTERNATIONAL AIRPORT/AIRPORT RAIL  
TRANSIT(ART) GUIDEWAY STRUCTURE PROJECT/AIRPORT  
CONTRACT NUMBER 5700  
Phase II  
Craig Frey, Parsons, Brinckerhoff, Quade & Douglas  
Tom Kardos, Project Manager, SFIA



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- V. SAN FRANCISCO INTERNATIONAL AIRPORT/ELEVATED  
CIRCULATION ROADS/AIRPORT CONTRACT NUMBER 5900.D  
Phase III  
Donald Jacobberger, Bureau of Design and Construction, SFIA
- VI. JOSE CORONADO PLAYGROUND COMMUNITY BUILDING  
Phase II & III  
Joanne Wilson, Recreation and Park Department
- VII. COMMISSIONER AND STAFF REPORTS
- VIII. ADJOURNMENT

8/12/96





# SAN FRANCISCO ART COMMISSION

## MINUTES

### SAN FRANCISCO ART COMMISSION CIVIC DESIGN REVIEW COMMITTEE MEETING

August 19, 1996

25 Van Ness Avenue - Commission Meeting Room - Suite 70  
3 p.m.

#### PROGRAMS

CIVIC ART COLLECTION  
CIVIC DESIGN REVIEW  
COMMUNITY ARTS  
& EDUCATION  
CULTURAL EQUITY GRANTS  
GALLERY  
POPS SYMPHONY CONCERTS  
PUBLIC ART

STREET ARTISTS LICENSES  
SUITE 70  
415.252.2581

#### I. Roll Call

Commissioners present: Emery Rogers, Stanlee Gatti, Rod Freebairn-Smith, William Meyer

Staff present: Nancy Gonchar, Richard Newirth, Michele Liapes

The meeting was called to order at 3:10 p.m.

#### II. MUNI Metro Extension/Platform Canopy and Communication System, Phase III

Ken Jew, MUNI Capital Projects, Owen Lang, and artist Anna Murch addressed previous Commission concerns regarding color, the advertising program and potential blockage of views by the platform furniture generally. The project team has reanalyzed the fundamental needs for the shelters with particular attention to the two most view-sensitive stations, Folsom and Brannan streets. There will be fewer advertising panels at Folsom and Brannan streets. The color palate is minimal and neutral. At the Brannan Street station the glass will be clear. At Folsom Street, the glass will have a slight greenish tint. At the Second and Fourth Street stations, there will be frosted glass, which will pick up the shadow patterns. The Commissioners and presenters discussed the installation of the advertising panels as the means of paying for the maintenance, estimated to be \$50,000 per year for each station. The project team said that Gannett was committed to maintenance.

Motion to approve MUNI Metro Extension/Platform Canopy and Communication System, Phase III.

Moved: Meyer

Vote: Unanimous

#### III. San Francisco International Airport/Elevated Circulation Roads/Airport Contract Number 5900.D, Phase III

Donald Jacobberger, project manager, Bureau of Design and Construction, and architects Brian Dykes and Donald McDonald, addressed the outstanding issues of road signs and landscaping.

Of the four alternative sign designs, Commissioners Rogers, Freebairn-Smith and Gatti preferred alternative 1, with a straight vertical truss, as the one providing the strength



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with the least amount of metal. Commissioner Meyer preferred alternative 3, with a larger horizontal section, because he said there would be less visual obstruction. Commissioners Freebairn-Smith and Rogers were concerned about the appearance of the structures from behind. The architects agreed to address the problem by inserting a metal panel or painting the back. The Commissioners also expressed their concerns about potential blockage of the IT building.

The presenters also addressed the landscaping of the area where the project approaches the IT. The previously proposed cantilever has been eliminated by value engineering, but there is still space for landscaping between the columns. The options are a contiguous arrangement or a circular planter arrangement. The project team recommended the circular planter arrangement because containers are easily acquired and maintained.

The Commissioners expressed their preference for the continuous planting. They agreed that planting would be on the lower level only, but asked that it be extended to the other level if the budget permitted.

The Commissioners agreed to approve Phase III though Commissioner Meyer emphasized his preference for Option 3 for sign design.

Motion to approve San Francisco International Airport/Elevated Circulation Roads/Airport Contract Number 5900.D, Phase III.

Moved: Gatti

Vote: Unanimous

Commissioner Rogers departed at 4:15 p.m.

IV. San Francisco International Airport /Rental Car Facility/Airport Contract Number 5650, Phase II

Frank Tomsick, ED2/MBT, presented design development for the project, which consists of a service facility and a garage building. Since Phase I, the building has been rotated to eliminate the jog, and it is lower. Proposed materials are poured-in-place concrete for the office lobby, metal siding for the penthouse enclosure, aluminum for the exterior walls and splitfaced tiles on the side. There will be a black plastic chain link fence, where vines will be grown.

Pat O'Brien presented plans for the landscaping. Plantings will include stone pines, poplars, caryx grasses, flax, basic evergreen, high hedge screening for the service facility, and silverlace vines for the fencing.



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Motion to approve San Francisco International Airport/Rental Car Facility/Airport Contract Number 5650, Phase II.

Moved: Gatti

Vote: Unanimous

V. San Francisco International Airport/Airport Rail Transit (ART) Guideway Structure Project/Airport Contract Number 5700, Phase II.

Tom Kardos, Project Manager, SFIA, presented design development for the project. Since Phase I, the alignment has been extended by 800 feet. Since Phase I, they have gone to a long-span guideway system, introduced a GFRC panel and implemented a straight parapet. Mr. Kardos emphasized the project team's focus on design criteria that would be consistent with the other projects. At the west loop, the alignment has been moved west of the circulation roadway because of the introduction of a future hotel station. The parapets would have a boat-shaped lateral structure.

Commissioner Freebairn-Smith expressed his concern about the increasing complexity and density of the transit structures. He asked for further simplification and for holding to the landscaping budget.

Commissioner Gatti said that he liked the longspan design

The Commissioners recommended a redesign so that the structural elements would be clearly metal instead of fiberglass concrete. They requested that there still be continuity of form and shape. They also recommended a more normal alignment so that the elevated roadway would be perpendicular to the east-west axis of the airport entrance. Commissioner Freebairn-Smith disagreed with the recommendation for clearly defined metal elements.

Motion to approve San Francisco International Airport/Airport Rail Transit (ART) Guideway Structure Project/Airport Contract Number 5700, Phase II.

Moved: Meyer

For: Gatti, Meyer

Against: Freebairn-Smith

VI. Jose Coronado Playground Community Building, Phase II & III

Joanne Wilson, Recreation and Park, and the architect presented design development and final drawings for the community building. They also discussed plans for the playground, presenting photos of playground equipment and samples of safety surface matting in brown and black.

The building's stucco walls will have artwork by Fresco, consisting of multiple tiles, above the entryway and on the



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west and south elevations. The Commissioners stipulated that the art be repositioned in accord with the lines of the building. Murals on the west elevation should be lowered to align with the window sills. Tiles on the south elevations should be lowered to align with the top of the door, and the water fountain should be moved to allow for the repositioning. The Commissioners also needed to see the stucco color, a roofing sample and the window trim color. For the playground equipment, they asked the project team to consider a unified color, such as dark green, that would blend with the surroundings.

The project team was asked to return in order to present changes and required samples.

There being no further business, the meeting adjourned at 6:00.

Submitted   
Michele Liapes, Acting Commission Secretary

Approved   
Nancy Gonchar, Assistant Director





SEPTEMBER 1996





# SAN FRANCISCO ART COMMISSION

## CIVIC DESIGN REVIEW COMMITTEE

REGULAR MONTHLY MEETING MONDAY, SEPTEMBER 16, 1996

3:00 P.M.

25 VAN NESS AVENUE

COMMISSION MEETING ROOM SUITE 70

SAN FRANCISCO, CA 94102

### A G E N D A

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- I. Roll Call: Commissioners Freebairn-Smith, Gatti, Meyer, Rogers
- II. JOSE CORONADO PLAYGROUND COMMUNITY BUILDING  
Phase II & III  
Joanne Wilson, Recreation and Park Department
- III. SAN FRANCISCO INTERNATIONAL AIRPORT/ NORTH & SOUTH  
INTERNATIONAL PARKING GARAGES/ VEHICULAR BRIDGE/  
CONTRACT 5600.C  
Phase III  
Michael Allen, Project Manager, SFIA  
Peter Hockaday & Jim Fong, ED2/MBT
- IV. SAN FRANCISCO INTERNATIONAL AIRPORT/ NORTH CARGO  
FACILITIES/ CONTRACT 5750  
Phase II  
Bill Collins, Stone & Webster/F.E. Jordan  
Ramon Aonoan, Tai Associates  
Patricia O'Brien, Patricia O'Brien Landscape Architecture



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- V. SAN FRANCISCO INTERNATIONAL AIRPORT/ RENTAL CAR  
FACILITY/CONTRACT 5650  
Phase III  
Frank Tomsick, ED2/MBT
- VI. SAN FRANCISCO INTERNATIONAL AIRPORT/ EMERGENCY  
RESPONSE FACILITIES/ CONTRACT 5828  
Phase II  
Michael Varner, SFIA
- VII. COMMISSIONER & STAFF REPORTS
- IX. ADJOURNMENT

9/10/96







# SAN FRANCISCO ART COMMISSION

## MINUTES

### SAN FRANCISCO ART COMMISSION CIVIC DESIGN REVIEW COMMITTEE MEETING

September 16, 1996

25 Van Ness Avenue - Commission Meeting Room - Suite 70  
3 p.m.

#### PROGRAMS

CIVIC ART COLLECTION  
CIVIC DESIGN REVIEW  
COMMUNITY ARTS  
& EDUCATION  
CULTURAL EQUITY GRANTS  
GALLERY  
POPS SYMPHONY CONCERTS  
PUBLIC ART

STREET ARTISTS LICENSES  
SUITE 70  
415.252.2581

#### I. Roll Call

Commissioners present: Emery Rogers, Stanlee Gatti, Rod Freebairn-Smith, William Meyer

Staff present: Nancy Gonchar, Richard Newirth, Michele Liapes

The meeting was called to order at 3:10 p.m.

#### II. JOSE CORONADO PLAYGROUND COMMUNITY BUILDING Phase II & III

Joanne Wilson, Recreation and Park Department, and the project team presented samples of colors and materials as well as final drawings for the project. They responded to previous committee instructions to integrate the art into the building design.

Brian Gatter gave an overview of the color scheme of the children's play area. The structures will be predominantly dark green with brighter colors for highlights. The safety surface will be a pattern of brown with black banding.

The team presented samples of the proposed blue roof. They also presented stucco samples, samples of window and door frames and the revised design to integrate the art into the design.

Artist Ray Patlan of Fresco presented changes in the art, which has been redesigned to be level with the windows. He suggested that a change in the panels to overall terra cotta would work better with the mural design, the playground surface and the blue metal roofing.

Commissioner Gatti suggested that a contrasting color would be better than the terra cotta and would make the work visible from further away. The project team agreed.

The Commissioners also said that, for the composition of the south elevation, the top of the art work should align with the tops of the doors and windows.



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Motion to approve Jose Coronado Playground Community Building, Phase II & III.

Moved: Gatti

Vote: Unanimous

III. SAN FRANCISCO INTERNATIONAL AIRPORT/VEHICULAR BRIDGE/  
CONTRACT 5600 C  
Phase III

Peter Hockaday, ED2/MBT, requested Phase III approval for the bridge, which will be restricted to vehicles only. Because of a changes in the roadway geometry, the bridge now has a slight arc. The material will be a series of steel girders. The steel system will be clad in metal. The signage will be upstream and downstream rather than on the bridge. In answer to a question from Commissioner Rogers, the presentation team said that the colors have been keyed in with the colors of the other structures.

Commissioner Meyer liked the approach and said it worked well with the arch of the roof.

Motion to approve San Francisco International Airport/Vehicular Bridge/Contract 5600, Phase III.

Motion: Freebairn-Smtih

Vote: Unanimous

IV. SAN FRANCISCO INTERNATIONAL AIRPORT/RENTAL CAR  
FACILITY/CONTRACT 5650  
Phase III

Frank Tomsick, ED2/MBT said that the only change from Phase II was the addition of a sign to label the building on the upper front facade. The signage program will come before the Committee.

Commissioner Meyer recommended that the righthand side of the sign line up with the righthand side of the windows. He said that the letters should be vertical.

Nancy Gonchar advised the Committee that their input on signage was advisory.

Motion to approve San Francisco International Airport/Rental Car Facility/Contract 5650, Phase III.

Motion: Meyer

Vote: Unanimous

V. SAN FRANCISCO INTERNATIONAL AIRPORT/EMERGENCY RESPONSE  
FACILITIES/CONTRACT 5582, Phase II

Michael Varner, Project Manager presented Phase II for two emergency response facilities, ERF 1 and ERF 3. Materials for ERF 1 include curved metal roofing, stucco finish for the lower portion, metal sidings, aluminum windows and columns. ERF 3 has the same design in reverse and is 2000 feet larger. The doors will be rust in color.



The Commissioners expressed concerns about the color of the doors. Commissioner Meyer objected to the orange of the doors in the drawings. Mr. Varner said that he would return for Phase III with drawings that more accurately represented the proposed rust color. Commission Freebairn-Smith expressed a preference for subtlety of color, and Commissioner Rogers also suggested something more passive. He said that he liked the blue roof and gray sides, but not the orange. Commissioner Gatti preferred orange to rust. He also said that the Committee as a whole should proceed with caution in recommending aesthetic changes. He suggested that recommendations for change should not be made unless the artist's choice interfered with the landscape or the rest of the project.

Mr. Varner said that he would either hand color the drawings to more accurately depict the proposed hue, or he would bring in samples.

In answer to a question from Commissioner Freebairn-Smith, Mr. Varner answered that there was no formal outdoor area because of proximity to the flight line.

Plans for landscaping were also submitted. Plantings for ERF 1 included olive trees, drought-tolerant lawns and fountaingrass. Plantings for ERF 3 included olive trees, drought-tolerant lawn, canyon blue wild rye, Mexican Primrose, and flax

Commissioner Gatti said that he liked the orange and pink colors of the flax and Mexican Primrose. He expressed concern with the potential for an unkept look. It was answered that the flax would be contained by surrounding concrete.

Commissioner Rogers suggested that the Mexican primrose would not survive, and that the flax would take over.

Commissioner Freebairn-Smith asked the team to do as much landscaping as possible on the roadway strip.

Motion to approve San Francisco International Airport/Emergency Response Facilities/ Contract 5828, Phase II.

Motion: Meyer  
Vote: Unanimous

The meeting adjourned at 4:45 p.m.

Submitted Michele Liapes  
Michele Liapes, Program Assistant

Approved Richard Newirth  
Richard Newirth, Director









OCTOBER 1996





# SAN FRANCISCO ART COMMISSION

## CIVIC DESIGN REVIEW COMMITTEE

REGULAR MONTHLY MEETING MONDAY, OCTOBER 21, 1996

2:00 P.M.

25 VAN NESS AVENUE

COMMISSION MEETING ROOM SUITE 70

SAN FRANCISCO, CA 94102

### A G E N D A

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- I. Roll Call: Commissioners Freebairn-Smith, Gatti, Meyer, Rogers
- II. SAN FRANCISCO INTERNATIONAL AIRPORT/ NORTH CARGO FACILITIES/ CONTRACT 5750  
Phase II  
Bill Collins, Stone & Webster/F.E. Jordan, a Joint Venture  
Ramon Aonoan, Tai Associates  
Patricia O'Brien, Patricia O'Brien Landscape Architecture  
Ivar C. Satero, Project Manager, SFIA
- III. SAN FRANCISCO INTERNATIONAL AIRPORT/ A.R.T. MAINTENANCE FACILITY/ CONTRACT 5701  
Phase I  
John Haymaker, Hertzka & Knowles  
Robert B. Wong, Associated Architects  
Willy Tsai, Project Manager, SFIA



CITY AND COUNTY OF  
SAN FRANCISCO





- IV. SAN FRANCISCO INTERNATIONAL AIRPORT/ AIRPORT RAIL  
TRANSIT DOMESTIC TERMINAL STATIONS/ CONTRACT 5706  
Phase II  
Kristi Waldron, Kwan Henmi Architecture & Planning Inc.  
Willy Tsai, Project Manager, SFIA
- V. MID-EMBARCADERO ROADWAY AND OPEN SPACE DESIGN  
CONCEPT  
Rebecca Kohlstrand, Waterfront Transportation Projects  
Boris Dramov, Roma Design
- VI. COMMISSIONER & STAFF REPORTS
- VI. ADJOURNMENT

10/15/96





# SAN FRANCISCO ART COMMISSION

## REVISED MINUTES

### SAN FRANCISCO ART COMMISSION CIVIC DESIGN REVIEW COMMITTEE MEETING

October 21, 1996

25 Van Ness Avenue - Commission Meeting Room - Suite 70  
3 p.m.

#### PROGRAMS

CIVIC ART COLLECTION  
CIVIC DESIGN REVIEW  
COMMUNITY ARTS  
& EDUCATION  
CULTURAL EQUITY GRANTS  
POPS SYMPHONY CONCERTS  
PUBLIC ART

STREET ARTISTS LICENSES  
SUITE 70  
415.252.2581

ART COMMISSION GALLERY  
401 VAN NESS AVENUE  
415.554.6080

#### I. Roll Call

Commissioners present: Emery Rogers, Stanlee Gatti, Rod Freebairn-Smith, William Meyer

Staff present: Nancy Gonchar, Jill Manton, Michele Liapes

The meeting was called to order at 3:05 p.m.

#### II. SAN FRANCISCO INTERNATIONAL AIRPORT/NORTH CARGO FACILITIES/CONTRACT 5750, Phase II

Bill Collins, Stone & Webster, presented design development for the new 1200-foot-long cargo facility which, along with the existing Japanese Airline facility, will occupy the 30-acre site half a mile from the main terminal. The new building, which will accommodate both bulk cargo and smaller packages, has been designed to match existing facilities. The color is yellow with red accenting. Unifying elements include skylights, a porcelain enamel finish, metal siding and metal roofing. Katherine Drinkhouse, Patricia O'Brien Landscape Architecture, presented landscaping plans. Landscaping will be simple to help define user spaces. Plantings will include a perimeter hedge, trees for the parking lot, and a small bosque to help define entries. Other features include handicapped parking stalls, a ramp to the building, and a low ornamental black vinyl-coated chain-link fence. The plant palate includes swamp myrtle for the entry trees, pink malaluccca for the border hedge, and Berkeley sedge, an ornamental grass. The central area will consist of cobble set in concrete.

Commissioner Meyer said the trimmed trees were in keeping with the simple shape of the building. Commissioner Gatti asked about the trim around the skylights. He was told that the accenting would be red. Commissioner Rogers suggested that the landscape architects consider brown for the chain-link fence. Commissioner Freebairn-Smith asked about employee space. The project team answered that the interior space was ample enough for an employee area. They also said that there would be outdoor space for employees but that the harsh environment would make the outdoors uninviting.

Motion to approve San Francisco International Airport/North Cargo Facilities/Contract 5750, Phase II.

Moved: Meyer  
Vote: Unanimous



CITY AND COUNTY OF  
SAN FRANCISCO





III. SAN FRANCISCO INTERNATIONAL AIRPORT/A.R.T. MAINTENANCE FACILITY/CONTRACT 5701, Phase I

Architects Robert Wong, George Dolan and John Haymaker presented the schematic design for the facility, which includes a maintenance facility, administrative quarters, and space for the central computer system. The building exterior will consist of white corrugated metal siding with blue accents. The columns will be unifying elements.

Commissioner Gatti commented on the need to assure compatibility with the other buildings.

Commissioner Meyer objected to the exposed windows on the south side. He said that the placement of the overhang treatment on the north side was illogical. Commissioner Freebairn-Smith agreed. He advised the presenters that the City and County Energy Bureau had excellent technicians. He expressed concern about plans for the ground below the elevated train tracks. He asked the project team to apply their creative abilities to landscaping of that ground plane.

The Commissioners also asked the project team to talk with Frank Tomsick, ED2/MBT, about his use of colors and materials for the nearby rental car facility. Commissioner Meyer asked the presenters to focus on the color and treatment of the roof.

The Commissioners agreed to approve Phase I but emphasized their requirement that the architects redesign the south end.

Motion to approve San Francisco International Airport/A.R.T. Maintenance Facility/Contract 5701, Phase I.

Moved: Gatti

Vote: Unanimous

IV. SAN FRANCISCO INTERNATIONAL AIRPORT/AIRPORT RAIL TRANSIT DOMESTIC TERMINAL STATIONS/CONTRACT 5706, Phase II

Sylvia Kwan, Kwan Henni Architecture and Planning, Inc., presented design development for the project, which consists of three stations and three bridges. The design is functional, and everything is exposed. The roofing will be corrugated metal of neutral gray and white. The interior ceiling will also be painted metal, and the presenters said they were still working on it. Mechanical systems, such as sprinklers and piping, will be between the roof and ceiling layers. The wind screens will be white metal finished with rubber. Vertical elements of the bridge truss systems will be white. The flooring surface will be dark neutral carpeting.

Commissioner Meyer liked the design, choice of materials and the differentiation of vertical and diagonal elements. He expressed reservations about the primitive nature of the





structure. He said he would like to see an improvement in the relationship between the columns, struts and roof.

The architects said that they were not demonstrating the development of the canopy because there was not yet a supplier for the system wall.

Commissioner Rogers noted the weakness of the walls in comparison to the other elements. He expressed reservations about the expanded metal. He said he would like to see more development by the architects.

Commissioner Freebairn-Smith expressed concern that the frit system be similar to that of the IT.

Commissioner Gatti objected to the carpet color and the coldness and sterility of the spaces. The architects responded that the lighting concepts would provide a glow that would create a wash of light.

Commissioner Gatti also enquired about space for art. Willy Tsai, SFIA, answered that the art budget was \$335,000, and that the Airport Steering Committee would determine whether artwork would be placed in the stations or in the IT instead.

Commissioner Gatti said that either the Committee needed to know what art was being used or the architecture needed to be more interesting visually. He said that architecture itself could be a form of art, but that the present design was lacking in structure. He asked the architects to present something more innovative than a lattice of white criss-crossing against a wall.

The architects answered that the design was as innovative as possible, given the budget. They cited the following specifics: that the openness would offer a continuous variety of views; that the surfaces would catch light as one was moving through; that the diagonals would provide excitement. They suggested that they could enhance the pattern of the fritting. They said that features would be as detailed and finely constructed as possible. They said they would show the detailing and lighting when they returned.

The Commissioners declined to approve Phase II. They asked the project team to return to exhibit the higher level of design detailing that is required for Phase II reviews. Specifically, they asked the presenters to consider colors, materials, lighting, the design for the station wall, and how the wall was to be integrated.

#### V. MID EMBARCADERO ROADWAY AND OPEN SPACE DESIGN CONCEPT

Rebecca Kohlstrand, Waterfront Transportation Projects, reviewed the status of the Mid-Embarcadero Roadway and Open Space Design concept. She asked the Committee for its approval of the open space design concept and the split roadway scheme.



Boris Dramov, Roma Design, gave a slide presentation of the design concept. The area is being designed as a critical linkage between Market Street and the waterfront. The goal is to create a crossroad of pedestrian traffic and other transit with a magnitude of open space. The concept calls for a series of pedestrian promenades and terraces. Blocks 202 and 203, bounded on the north and south sides by Washington and Clay Streets, will remain as open space. Two public art projects, China Sky by William Maxwell and the "Foot" sculpture by Buster Simpson, will be integrated into the concept. Modest improvements, including surface enhancements and tree plantings, will be made to Justin Herman Plaza. For the treatment of the bus layover facility, Mr. Dramov suggested a structure that would complement the historic fabric and celebrate the role and history of transit.

The center plaza between the north- and southbound lanes of the roadway is being designed to foster a vivid look in the east-west direction. The strong visual pattern of stripes is designed to reflect the Ferry Building arcades and portico. A lighting concept of two light cannons will create a distinctive nighttime element. The addition of trees and possibly fountains will help define the center of the space. The Promenade Ribbon will be extended through the Mid-Embarcadero area.

In response to a question from Commissioner Meyer about safety and ease of crossing for the disabled, Ms. Kohlstrand said that the F line tracks would be three inches below grade. A railing is also being recommended.

In public testimony, architect Mario Ciampi spoke on the importance of designating the waterfront space for people rather than automobiles. He proposed an elevated plaza with an underground roadway.

Ernestine Weiss, resident, Golden Gateway Center, made an appeal to preserve the park on block 203. She objected to the proposal for a garage beneath block 202. She protested the widening of Washington and Clay streets for the F line and suggested the removal of curbside parking on those streets instead. She also objected to the bold stripes of the center pattern. She suggested that a seal of the City and County of San Francisco would have a softer look. She also voiced her opposition to a central plaza surrounded by traffic.

Vernon DeMars, architect and planner, DeMars and Maletic, endorsed the Roma Design analysis. He said the plaza needed to be 50 feet wider, but that the consultant was limited by the dividing line between city land and port land. Mr. DeMars also proposed a return to roadway scheme alternate 5, the grade-separated roadway. Carl Maletic, Citizens Advisory Committee on the Embarcadero Plaza, suggested the possibility of a land swap between the recreation and park department and the port. He outlined the steps for such an





agreement to take place. He also requested, for a surface roadway, a return to a paired roadway alignment in order that the proper proportions for a plaza, with adequate amenities for pedestrians, could be developed. He also said that Mr. Ciampi's proposal for an underground roadway in both directions could be executed for \$10 million.

Commissioner Freebairn-Smith reiterated his support for a grade-separated roadway scheme, with northbound lanes submerged.

Commissioner Meyer expressed his support for the Mid-Embarcadero design concept. He liked the palm tree motif. For the central plaza, he liked the stripes but suggested they should be more complex. He suggested borders as a possibility. He said the paving pattern should change in the center of the plaza.

Mr. Dramov promised to take that recommendation into account.

Commissioner Meyer also emphasized his original support for a grade-separated roadway scheme. He said he had agreed with the proposal to extend the plaza to create a sense of open space. He said that, for a surface roadway in both directions, the paired roadway scheme would allow for construction of three underground northbound lanes at a future date without impeding surface traffic during construction. It would also allow for a plaza rather than a traffic island. He expressed his support for the Planning Commission resolution to request that the two surface roadway schemes be re-examined.

Commissioner Gatti liked the stripes but suggested that there were too many trees. Stating that he had not been a member of the Art Commission when the roadway scheme had last been presented, he expressed his preference for the paired roadway scheme.

Commissioner Rogers commended Mr. Dramov on his presentation. He expressed his disappointment in the current roadway plan. He stated his preference, in regard to surface roadway designs, for the paired scheme. He asked Mr. Dramov about plans for extending the cable car line.

Mr. Dramov answered that a cable car extension was not part of the project.

Commissioner Freebairn-Smith said that the location of the paired roadway would be important. He expressed his support for a plaza between the Ferry Building and the northbound lanes.

Mr. Dramov said that the location of the southbound lanes would not change unless they were moved into the park. He expressed his concern about the possibility of more emphasis on the roadway than on the urban design and open space. He asked the Committee to support the Mid-Embarcadero urban design concept in general.



Commissioner Rogers expressed his unwillingness to endorse an underground garage at Block 202.

Mr. Dramov said that the open space would be protected and that the garage issue would be dealt with separately.

Commissioner Freebairn-Smith distributed a list of seven design recommendations (attached) that he proposed as conditions of Committee endorsement of the Mid-Embarcadero split roadway option.

A majority of the Committee members agreed to endorse the mid-Embarcadero urban design concept as set forth by Waterfront Transportation Projects in the General Design Parameters draft of October 21, 1996, with the following changes: For point 1, they stipulated that the Promenade Ribbon should be continued along the Mid-Embarcadero; for point 8, they said that the public art projects "China Sky" by Bill Maxwell and the "Foot" sculpture by Buster Simpson should not yet be assigned specific locations but should be included in the open space, subject to review by the Art Commission; also, for point 8, in reference to the underground garage, they inserted the clause "if the garage occurs."

**Motion to endorse Mid-Embarcadero Roadway and Open Space Design Concept.**

Motion: Meyer  
For: Gatti, Rogers, Meyer  
Abstain: Freebairn-Smith

The Commissioners discussed their reservations about the Mid-Embarcadero traffic island. They agreed to support the Planning Commission measure to re-open a comparative study of the paired and split roadway schemes. When it was suggested that the Committee was reversing its position on roadway schemes, Commissioner Rogers repeated for the presenters and the audience the previous Committee position. He said that the Committee had not endorsed either the paired or split roadway surface scheme. Instead, the Committee and subsequently the Full Commission had endorsed the alternative grade-separated roadway scheme. The presenters and audience were also reminded that Commissioner Gatti had not been a member of the Commission at that time.

**Motion to endorse the Planning Commission proposed request to the Board of Supervisors to reconsider the paired roadway scheme**

Motion: Gatti  
Vote: Unanimous

The meeting adjourned at 6:45 p.m.

Submitted

Michele Liapes  
Michele Liapes, Program Assistant

Approved

Richard Newirth  
Richard Newirth, Director





**Freebairn-Smith & Crane**  
Planning, Urban Design, Architecture  
442 Post Street  
San Francisco  
California 94102  
(415) 398 4094  
(415) 398 4096 Fax

memorandum: **Civic Design Committee, Arts Commission**  
to: Colleagues  
from: Commissioner Freebairn-Smith  
date: 21 October 1996  
re: **Notes for Today's Final (?) Public Hearing on Ferry Building Plaza's Roadway Alignment at the Foot of Market Street**

This matter, of enormous importance to urban planners, to Downtown investors and businesses, To the Arts Commission, the visitor industry, Port, public transportation advocates, North East Downtown residents, business people in Chinatown, North Beach, and the Wharf, and more.....this project has received an appropriately enormous amount of time and money in debate.

Through the terms of three Mayors, we have all had time for reasoned study and comment.

Governmental processes in design may temper the more adventurous and brilliant proposals, not always to their gain, but an intelligent and informed compromise among many dedicated and competing interests is occurring in this case, and we must now go forward with the Plaza's construction.

It is time to build a widely divided Embarcadero roadway, time to "dress" the rather naked Ferry Building Plaza that results so that we offer a civilized setting for walkers from our downtown seeking the Port, Ferries, Bay and waterfront.

Civic Design assists the Mayor, Supervisors, and other Commissions with advice on these matters. We have heard years of testimony from peers, citizens, experts.

If Civic Design votes to support the "Split Roadway" option under discussion today, I propose we support that choice with advice that the following design elements be strengthened:



(Proposed "conditions" of CDC endorsement of the "Split" Embarcadero Roadway option at the Ferry Building and Foot of Market Street)

1. Mitigate the effects of fast, unrelated through traffic allowing for the three northbound lanes to be put under the Plaza at a future date, a grade-to-grade underpass accomplished within the length of the Ferry Building (about 660 feet), providing at least a 200 foot wide Plaza in front of the Tower.
2. Form a smaller, more pedestrian friendly central Plaza space by introducing flanking trees, in the manner shown on the models presented today.
3. Introduce more small scale activities within the Plaza; for example: the Arts Commission's Street Artists Program.
4. Phase out the intrusive bus parking lot, Muni vehicle storage yard, or enclose it, using revenues from its development to help reduce annual Muni operating costs.
5. Provide for the option to extend the California Street cable car line into the Plaza, and perhaps through to the water's edge and Ferry connections.
6. Commercially develop new retail frontages of the garages on Drumm and Washington Streets and the public sidewalks in front of them; a new facade for the new park/open space frontage planned for blocks 202-203.
7. Find cooperative public/private activities able to be sited on a small percentage of the open space (less than 20%) in blocks 202-203, in order that some revenues can be generated and permanently assigned to maintaining the quality of the new parks and pedestrian areas planned in the Mid-Embarcadero zone.







# SAN FRANCISCO ART COMMISSION

## MINUTES

### SAN FRANCISCO ART COMMISSION CIVIC DESIGN REVIEW COMMITTEE MEETING

October 21, 1996

25 Van Ness Avenue - Commission Meeting Room - Suite 70  
3 p.m.

#### PROGRAMS

CIVIC ART COLLECTION  
CIVIC DESIGN REVIEW  
COMMUNITY ARTS  
& EDUCATION  
CULTURAL EQUITY GRANTS  
GALLERY  
OPS SYMPHONY CONCERTS  
PUBLIC ART

#### I. Roll Call

Commissioners present: Emery Rogers, Stanlee Gatti, Rod Freebairn-Smith, William Meyer

Staff present: Nancy Gonchar, Jill Manton, Michele Liapes

The meeting was called to order at 3:05 p.m.

#### II. SAN FRANCISCO INTERNATIONAL AIRPORT/NORTH CARGO FACILITIES/CONTRACT 5750, Phase II

Bill Collins, Stone & Webster, presented design development for the new 1200-foot-long cargo facility which, along with the existing Japanese Airline facility, will occupy the 30-acre site half a mile from the main terminal. The new building, which will accommodate both bulk cargo and smaller packages, has been designed to match existing facilities. The color is yellow with red accenting. Unifying elements include skylights, a porcelain enamel finish, metal siding and metal roofing. Katherine Drinkhouse, Patricia O'Brien Landscape Architecture, presented landscaping plans. Landscaping will be simple to help define user spaces. Plantings will include a perimeter hedge, trees for the parking lot, and a small bosque to help define entries. Other features include handicapped parking stalls, a ramp to the building, and a low ornamental black vinyl-coated chain-link fence. The plant palate includes swamp myrtle for the entry trees, pink malaluccca for the border hedge, and Berkeley sedge, an ornamental grass. The central area will consist of cobble set in concrete.

Commissioner Meyer said the trimmed trees were in keeping with the simple shape of the building. Commissioner Gatti asked about the trim around the skylights. He was told that the accenting would be red. Commissioner Rogers suggested that the landscape architects consider brown for the chain-link fence. Commissioner Freebairn-Smith asked about employee space. The project team answered that the interior space was ample enough for an employee area. They also said that there would be outdoor space for employees but that the harsh environment would make the outdoors uninviting.

Motion to approve San Francisco International Airport/North Cargo Facilities/Contract 5750, Phase II.

Moved: Meyer  
Vote: Unanimous



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III. SAN FRANCISCO INTERNATIONAL AIRPORT/A.R.T. MAINTENANCE FACILITY/CONTRACT 5701, Phase I

Architects Robert Wong, George Dolan and John Haymaker presented the schematic design for the facility, which includes a maintenance facility, administrative quarters, and space for the central computer system. The building exterior will consist of white corrugated metal siding with blue accents. The columns will be unifying elements.

Commissioner Gatti commented on the need to assure compatibility with the other buildings.

Commissioner Meyer objected to the exposed windows on the south side. He said that the placement of the overhang treatment on the north side was illogical. Commissioner Freebairn-Smith agreed. He advised the presenters that the City and County Energy Bureau had excellent technicians. He expressed concern about plans for the ground below the elevated train tracks. He asked the project team to apply their creative abilities to landscaping of that ground plane.

The Commissioners also asked the project team to talk with Frank Tomsick, ED2/MBT, about his use of colors and materials for the nearby rental car facility. Commissioner Meyer asked the presenters to focus on the color and treatment of the roof.

The Commissioners agreed to approve Phase I but emphasized their requirement that the architects redesign the south end.

Motion to approve San Francisco International Airport/A.R.T. Maintenance Facility/Contract 5701, Phase I.

Moved: Gatti

Vote: Unanimous

IV. SAN FRANCISCO INTERNATIONAL AIRPORT/AIRPORT RAIL TRANSIT DOMESTIC TERMINAL STATIONS/CONTRACT 5706, Phase II

Sylvia Kwan, Kwan Henni Architecture and Planning, Inc., presented design development for the project, which consists of three stations and three bridges. The design is functional, and everything is exposed. The roofing will be corrugated metal of neutral gray and white. The interior ceiling will also be painted metal, and the presenters said they were still working on it. Mechanical systems, such as sprinklers and piping, will be between the roof and ceiling layers. The wind screens will be white metal finished with rubber. Vertical elements of the bridge truss systems will be white. The flooring surface will be dark neutral carpeting.

Commissioner Meyer liked the design, choice of materials and the differentiation of vertical and diagonal elements. He expressed reservations about the primitive nature of the



agreement to take place. He also requested, for a surface roadway, a return to a paired roadway alignment in order that the proper proportions for a plaza, with adequate amenities for pedestrians, could be developed. He also said that Mr. Ciampi's proposal for an underground roadway in both directions could be executed for \$10 million.

Commissioner Freebairn-Smith reiterated his support for a grade-separated roadway.

Commissioner Meyer expressed his support for the Mid-Embarcadero design concept. He liked the palm tree motif. For the central plaza, he liked the stripes but suggested they should be more complex. He suggested borders as a possibility. He said the paving pattern should change in the center of the plaza.

Mr. Dramov promised to take that recommendation into account.

Commissioner Meyer also emphasized his original support for a grade-separated roadway scheme. He said he had agreed with the proposal to extend the plaza to create a sense of open space. He said that, for a surface roadway in both directions, the paired roadway scheme would allow for construction of three underground northbound lanes at a future date without impeding surface traffic during construction. It would also allow for a plaza rather than a traffic island. He expressed his support for the Planning Commission resolution to request that the two surface roadway schemes be re-examined.

Commissioner Gatti liked the stripes but suggested that there were too many trees. Stating that he had not been a member of the Art Commission when the roadway scheme had last been presented, he expressed his preference for the paired roadway scheme.

Commissioner Rogers commended Mr. Dramov on his presentation. He expressed his disappointment in the current roadway plan. He stated his preference, in regard to surface roadway designs, for the paired scheme. He asked Mr. Dramov about plans for extending the cable car line.

Mr. Dramov answered that a cable car extension was not part of the project.

Commissioner Freebairn-Smith said that the location of the paired roadway would be important. He expressed his support for a plaza between the Ferry Building and the northbound lanes.

Mr. Dramov said that the location of the southbound lanes would not change unless they were moved into the park. He expressed his concern about the possibility of more emphasis on the roadway than on the urban design and open space. He asked the Committee to support the Mid-Embarcadero urban design concept in general.





Commissioner Rogers expressed his unwillingness to endorse an underground garage at Block 202.

Mr. Dramov said that the open space would be protected and that the garage issue would be dealt with separately.

A majority of the Committee members agreed to endorse the mid-Embarcadero urban design concept as set forth by Waterfront Transportation Projects in the General Design Parameters draft of October 21, 1996, with the following changes: For point 1, they stipulated that the Promenade Ribbon should be continued along the Mid-Embarcadero; for point 8, they said that the public art projects "China Sky" by Bill Maxwell and the "Foot" sculpture by Buster Simpson should not yet be assigned specific locations but should be included in the open space, subject to review by the Art Commission; also, for point 8, in reference to the underground garage, they inserted the clause "if the garage occurs."

**Motion to endorse Mid-Embarcadero Roadway and Open Space Design Concept.**

Motion: Meyer  
For: Gatti, Rogers, Meyer  
Abstain: Freebairn-Smith

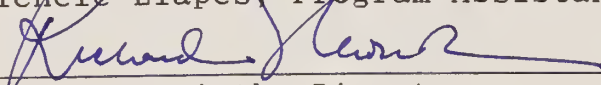
The Commissioners discussed their reservations about the Mid-Embarcadero traffic island. They agreed to support the Planning Commission measure to re-open a comparative study of the paired and split roadway schemes. When it was suggested that the Committee was reversing its position on roadway schemes, Commissioner Rogers repeated for the presenters and the audience the previous Committee position. He said that the Committee had not endorsed either the paired or split roadway surface scheme. Instead, the Committee and subsequently the Full Commission had endorsed the alternative grade-separated roadway scheme. The presenters and audience were also reminded that Commissioner Gatti had not been a member of the Commission at that time.

**Motion to endorse the Planning Commission proposed request to the Board of Supervisors to reconsider the paired roadway scheme**

Motion: Gatti  
Vote: Unanimous

The meeting adjourned at 6:45 p.m.

Submitted   
Michele Liapes, Program Assistant

Approved   
Richard Newirth, Director











# SAN FRANCISCO ART COMMISSION

## CIVIC DESIGN REVIEW COMMITTEE

REGULAR MONTHLY MEETING MONDAY, NOVEMBER 18, 1996

3:00 P.M.

25 VAN NESS AVENUE

COMMISSION MEETING ROOM SUITE 70

SAN FRANCISCO, CA 94102

### A G E N D A

**NOTICE:** With respect to agenda items, member of the public may address the Committee when the item is reached in the meeting after the presentation by the item representative. Speaker cards are available at all meetings. For information related to any of the following matters, please call Nancy Gonchar, Assistant Director, San Francisco Art Commission (415) 252-2584.

THE FOLLOWING ITEMS ARE SUBJECT TO DISCUSSION AND POSSIBLE ACTION WHICH MAY INCLUDE: MOTIONS OF RECOMMENDATION TO APPROVE PHASE(S) UNDER REVIEW OR A COMBINATION OF PHASE(S), RECOMMENDATION TO APPROVE WITH CONTINGENCIES, RECOMMENDATION TO DISAPPROVE, RECOMMENDATION TO DEFER APPROVAL. (PHASE I DESIGN CONCEPT; PHASE II DESIGN DEVELOPMENT WITH COLORS AND MATERIALS; PHASE III FINAL APPROVAL)

- I. Roll Call: Commissioners Freebairn-Smith, Gatti, Meyer, Rogers
- II. SOMA GARDENS FENCE PROJECT  
Phase I, II, III  
Joseph Ingenito, San Francisco League of Urban Gardeners
- III. SAN FRANCISCO INTERNATIONAL AIRPORT/AIRPORT RAIL  
TRANSIT GUIDEWAY/CONTRACT 5700A  
Phase III  
Craig Frey, Transit Guideway Consultants, Inc.  
Richard Lavalley, Project Manager, SFIA
- IV. SAN FRANCISCO INTERNATIONAL AIRPORT/ AIRPORT RAIL  
TRANSIT DOMESTIC TERMINAL STATIONS/ CONTRACT 5706  
Phase II  
Sylvia Kwan, Kwan Henmi Architecture & Planning Inc.  
Willy Tsai, Project Manager, SFIA



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- V. SAN FRANCISCO INTERNATIONAL AIRPORT/EMPLOYEE  
PARKING FACILITY #3/CONTRACT 5602  
Phase I  
Tom Soo Hoo, Walker Parking Consultants  
Denis Henmi and Rebecca Ross, Kwan Henmi Associates
- VI. SAN FRANCISCO INTERNATIONAL AIRPORT/NORTH & SOUTH  
INTERNATIONAL PARKING GARAGES/CONTRACT 5600  
Phase III  
Peter Hockaday, ED2/MBT
- VII. SAN FRANCISCO INTERNATIONAL AIRPORT/CONCOURSE H/  
AIRPORT BART STATION/CONTRACT 5670  
Phase III  
Jim Fong, ED2/MBT
- VIII. COMMISSIONER & STAFF REPORTS
- IX. ADJOURNMENT

11/12/96





# SAN FRANCISCO ART COMMISSION

## MINUTES

### SAN FRANCISCO ART COMMISSION CIVIC DESIGN REVIEW COMMITTEE MEETING

November 18, 1996

25 Van Ness Avenue - Commission Meeting Room - Suite 70  
3 p.m.

#### PROGRAMS

CIVIC ART COLLECTION  
CIVIC DESIGN REVIEW  
COMMUNITY ARTS  
& EDUCATION  
CULTURAL EQUITY GRANTS  
GALLERY  
DPS SYMPHONY CONCERTS  
PUBLIC ART

STREET ARTISTS LICENSES  
SUITE 70  
415.252.2581

#### I. Roll Call

Commissioners present: Emery Rogers, Stanlee Gatti, Rod Freebairn-Smith, William Meyer

Staff present: Nancy Gonchar, Richard Newirth, Michele Liapes

The meeting was called to order at 3:05 p.m.

#### II. SOMA GARDENS FENCE PROJECT, Phase I, II, III

Joseph Ingenito, S.F. League of Urban Gardeners, presented revisions to the fence project in response to previous Commissioner recommendations that the fence be transparent instead of wood in order to preserve the visibility of the mural. Mr. Ingenito proposed a black steel mesh fence with two 12-foot arched gates.

Motion to approve SOMA Gardens Fence Project,  
Phase I, II, III

Motion: Freebairn-Smith

Vote: Unanimous

#### III. SAN FRANCISCO INTERNATIONAL AIRPORT/AIRPORT RAIL TRANSIT DOMESTIC TERMINAL STATIONS/CONTRACT 5706, Phase II

Sylvia Kwan, Kwan Henmi Architecture & Planning, Inc., reviewed the design concept. She elaborated on the design development for the terminal stations and bridges. For the stations the structural elements will be fan-shaped tubular connections. The lighting for the room element will come from the top of the barrier walls. The barrier walls, which are part of the guiderail package, will be stainless steel on top and painted metal below. The floor pattern will be concrete with diagonal striping. For the bridge, there will be glazing on the outboard side. The structure inside will be more finished. The ceiling will retain its open structure and will be of a higher-quality material. For the floor finish, the team will select a carpet with more life and movement. Ms. Kwan made the other following points: the two terminuses will be clad in painted metal; the lighting is a linear concept; the underside of the canopy will be indirectly lit; the light will be bright at the edges and softer in the center; signage will conform with other IT signage; route maps will also be provided; the glazing at the bridge will be laminated frit glass; the roofing at the



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SAN FRANCISCO





bridge will be white with a gray membrane; the station roof will be corrugated metal; the lighting on the bridge will be an indirect lighting that washes the ceiling.

In response to a question from Commissioner Freebairn-Smith about the lighting in the station, Ms. Kwan answered that the lighting will be on top to catch the shell in a wash of light.

Commissioner Meyer said the design was more developed than previously. He suggested that the fans be sized as they were in the model instead of as in the drawing. He expressed reservations about the column itself. He said he would prefer something more elaborate, such as a widening of the base or a tapering. He said that something more lateral would be better.

Commissioner Rogers said that he liked the upgrade of the materials for the second ceiling, and that he thought the design goals had been met.

Motion to approve San Francisco International  
Airport/Airport Rail Transit Domestic Terminal  
Stations/Contract 5706, Phase II

Motion: Meyer

Vote: Unanimous

IV. SAN FRANCISCO INTERNATIONAL AIRPORT/AIRPORT RAIL  
TRANSIT GUIDEWAY/CONTRACT 5700A, Phase III

Scott Danielson, Transit Guideway Consultants, Inc., presented Phase III of the east loop. He said that the team had originally shown the GFRC panel shaped to match the geometry of the guideway. Subsequently it was decided that it would be more effective to extend the geometry. Steel panels will be used to carry through the geometry. The other change was that the planting screens have been moved back to the center line of the column because of a necessity to re-evaluate the alignment. Bars will surround the columns so that a continuous green element will be seen.

In answer to a question from Commissioner Freebairn-Smith about the transition from concrete to steel, Mr. Danielson answered that the steel panels would be a color to match the concrete. The boxed girder would be a darker gray. The team will coordinate with Kwan Henmi on color tones.

Commissioner Meyer expressed reservations about the steel to concrete transition. He objected to the proposal to make the steel look like concrete. He proposed instead a subtle distinction between steel and concrete. Mr. Danielson agreed.

Commissioner Rogers expressed his concern about plans for plantings in a difficult environment. He asked that the airport make every effort to nurture them.



The Commissioners agreed to approve Phase III with the understanding that there would be a texture or color differentiation between the steel and concrete at columns 32 and 57. The team accepted the recommendation.

Motion to approve San Francisco International Airport/Airport Rail Transit Guideway/Contract 5700A, Phase III.

Motion: Meyer

Vote: Unanimous

V. SAN FRANCISCO INTERNATIONAL AIRPORT/EMPLOYEE PARKING FACILITY #3/CONTRACT 5602, Phase I

Denis Henmi, Kwan Henmi Associates, introduced the conceptual design for the 1600-car employee parking garage at the intersection of Roads R6 and R9. Adjacent projects will be the Dobbs Building and the United Airlines Ground Service Equipment Building. The design will be a four-bay doubled threaded helix, designed to accommodate inbound traffic quickly without competing with outbound traffic. Inbound and outbound lanes, two each, will be at R6. Mr. Henmi described the proposed bays, vertical columns, and security grill system at the base. There will be a walkway providing for disabled access at the southerly facade. At the north elevation, there will be three elevator cabs and a glass-enclosed stairway.

Commissioner Rogers said that he hoped the landscaping would remain. He thought the style of the building would be more honest if the lines were vertical. Commissioner Gatti said that the design was creative for a parking garage.

Commissioner Meyer thought the parking entrance needed to be more significantly defined.

Commissioner Freebairn-Smith expressed concern about arrivals that were out of direction. Mr. Henmi answered that traffic engineers had carefully analyzed the exit and entrance locations. In answer to a second question about protection for pedestrians, Mr. Henmi said that there would be a canopy.

Commissioner Freebairn-Smith also expressed his hope for a coordinated landscaping program for the entire airport. It was answered that the Airport would retain a consultant for that work.

Commissioner Meyer declined to vote for approval because of the entrance hierarchy.

Motion to approve San Francisco International Airport/Employee Parking Facility #3/Contract 5602, Phase I

Motion: Gatti

For: Gatti, Freebairn-Smith, Rogers

Against: Meyer





VI. SAN FRANCISCO INTERNATIONAL AIRPORT/NORTH & SOUTH INTERNATIONAL PARKING GARAGES/CONTRACT 5600, Phase III  
Peter Hockaday, ED2/MBT, presented the final drawings for the project. He said that, though there had been no significant changes since Phase II, minor changes had occurred as a consequence of value engineering. The detailing for the metal screen has been simplified. The horizontal fin has been eliminated from the aluminum skin. The Commissioners complimented the design team on the job.

Motion to approve San Francisco International Airport/North & South International Parking Garages/Contract 5600, Phase III.

Motion: Meyer

Vote: Unanimous

VII. SAN FRANCISCO INTERNATIONAL AIRPORT/CONCOURSE H/AIRPORT BART STATION/CONTRACT 5670, Phase III

Jim Fong, ED2/MBT, presented the final drawings and changes that had resulted from value engineering. The bomb-blast wall has been simplified. Panels have been adjusted to hide the structure. Also, the glass wall at the BART level has been given a more uniform colonnade appearance.

In answer to a question from Commissioner Meyer about the light, Mr. Fong said that there would be a series of four uplights at each tree column. He also described discussions about the possibility of a sculpture by environmental artist Ned Kahn beneath the skylight. Mr. Fong said that the project team is attempting to place the downspouts inside the columns. In response to a question from Commissioner Gatti about advertising in kiosks, Mr. Fong said that currently there were no plans for advertising panels.

Commissioner Meyer expressed his support for the attempt to place the downspouts within the columns.

Motion to approve San Francisco International Airport/Concourse H/Airport Bart Station/Contract 5670, Phase III

Motion: Meyer

Vote: Unanimous

The meeting adjourned at 5:30 p.m.

Submitted Michele Liapes  
Michele Liapes, Program Assistant

Approved Richard Newirth  
Richard Newirth, Director











# SAN FRANCISCO ART COMMISSION

## CIVIC DESIGN REVIEW COMMITTEE

REGULAR MONTHLY MEETING MONDAY, DECEMBER 16, 1996  
3:00 P.M.

25 VAN NESS AVENUE  
COMMISSION MEETING ROOM SUITE 70  
SAN FRANCISCO, CA 94102

### A G E N D A

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- I. Roll Call: Commissioners Freebairn-Smith, Gatti, Meyer, Rogers
- II. SAN FRANCISCO INTERNATIONAL AIRPORT/AIRPORT RAIL TRANSIT MAINTENANCE FACILITY/CONTRACT 5701  
Phase II  
John Haymaker, Hertzka & Knowles  
Robert Wong, Associated Architects  
Willy Tsai, Project Manager, SFIA
- III. SAN FRANCISCO INTERNATIONAL AIRPORT/ AIRPORT RAIL TRANSIT REMOTE CORRIDOR STATIONS/CONTRACT 5709  
Phase I  
Kenji Murokami, Murokami Associates Architecture & Planning  
Willy Tsai, Project Manager, SFIA
- IV. PIONEER PARK PROJECT AT COIT TOWER  
Phase I  
Howard J. Wong, Joe Butler, Community Design Team



CITY AND COUNTY OF  
SAN FRANCISCO



- V. 1183-87 MARKET STREET/CHANGE IN OFFICIAL SIDEWALK WIDTH  
Evan Rose, Planning Department  
Discussion and possible motion regarding proposal's consistency with the Market Street Beautification Plan
- VI. CONCRETE VS. GRANITE BANDING IN CROSSWALKS ON LOWER MARKET STREET FROM FREMONT TO STEUART STREETS  
Discussion and possible motion  
Bonnie Ng, DPW Landscape Architecture
- VIII. COMMISSIONER & STAFF REPORTS
- IX. ADJOURNMENT

12/9/96







# SAN FRANCISCO ART COMMISSION

## MINUTES

### SAN FRANCISCO ART COMMISSION CIVIC DESIGN REVIEW COMMITTEE MEETING

December 16, 1996

25 Van Ness Avenue - Commission Meeting Room - Suite 70  
3 p.m.

#### PROGRAMS

CIVIC ART COLLECTION  
CIVIC DESIGN REVIEW  
COMMUNITY ARTS  
& EDUCATION  
CULTURAL EQUITY GRANTS  
POPS SYMPHONY CONCERTS  
PUBLIC ART

STREET ARTISTS LICENSES  
SUITE 70  
415.252.2581

ART COMMISSION GALLERY  
401 VAN NESS AVENUE  
415.554.6080

#### I. Roll Call

Commissioners present: Emery Rogers,  
Rod Freebairn-Smith, William Meyer

Staff present: Nancy Gonchar, Richard Newirth,  
Michele Liapes

The meeting was called to order at 3:05 p.m.

#### II. SAN FRANCISCO INTERNATIONAL AIRPORT/AIRPORT RAIL TRANSIT MAINTENANCE FACILITY/CONTRACT 5701 Phase II

The project team of Willy Tsai, SFIA, John Haymaker, Hertzka & Knowles, and Robert Wong, Associated Architects, presented design development for the SFIA ART Transit Maintenance Facility. Precast elements will define the garage and create the base for the office structure. There is a strong horizontal element where the trains enter and exit from the third floor. There will be a natural lighting element incorporating a great deal of northern light. Fritted glass will be used for control of solar heat gain. The team presented the concrete samples for the horizontal and vertical elements. Colors will be silvers and grays with blue accenting. Plantings, which are to go in after the columns are installed, will be coordinated with all other plantings along McDonald Road.

In response to a question from Commissioner Freebairn-Smith, Mr. Haymaker said that the surrounding wall for the fritted glass would be a silver finish. The glass will be one-inch. In response to a question from Commissioner Meyer about the treatment of the glass on the south wall, Mr. Haymaker said that the glass would be double-pane, and that miniblinds would be installed. Commissioner Meyer liked the sleek quality of the design on the north side. He expressed reservations about the punched window pattern on the south side. Commissioner Rogers said the style was appropriate for a maintenance building. In answer to questions from Commissioner Freebairn-Smith about pedestrian entry and rain cover, the team answered that they expected most people to park in the lower level and enter through the lobby. There will be a small entry on the west side, but little use is anticipated.



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Motion to approve San Francisco International Airport/Airport Rail Transit Maintenance Facility/Contract 5701, Phase II.

Moved: Meyer

Vote: Unanimous

### III. SAN FRANCISCO INTERNATIONAL AIRPORT/AIRPORT RAIL TRANSIT REMOTE CORRIDOR STATIONS/CONTRACT 5709, Phase I

Willy Tsai, SFIA, and the project architects, Murokami Associates Architecture & Planning, presented the conceptual design for the two stations, one serving the rental car facility and the other serving the FOM maintenance facility. The southerly station serving the rental car facility has been designed to appeal to customers. It will have a main platform of 25 feet. The strip of land bordered by McDonald Road will become a plaza. There will be two platform canopies at this station, and one at the northern station. Both stations will be light structures enclosed in glass, allowing views of San Bruno Mountain. The structures will be open above the wall.

Commissioner Freebairn-Smith expressed concern about pedestrian comfort and a user-friendly ground experience. The Commissioners discussed the need for an overview of landscaping treatment.

Commissioner Meyer liked the concept in general, and the variations for the canopy. He expressed concern about the intersection of the escalator, elevator and canopy. The Committee asked the team to come up with another way of handling the intersection and the way the objects were joined. The architects agreed.

The Commissioners said that the design was on the right track but they would like to see further development. They also asked for drawings of the other nearby buildings to see how the stations worked with them.

The Commissioners withheld approval of Phase I, pending development of the design in response to their comments and an opportunity to view the design in conjunction with drawings of surrounding buildings. They offered the team the option of returning for review of both Phase I and Phase II.

### IV. PIONEER PARK PROJECT

Howard Wong, BOA, and Julie Christensen and Paulette Taggart, Community Design Team, presented the concept for Pioneer Park surrounding Coit Tower. Plans included enhancement of green space, the installation of handicapped access and after-hours restrooms, and the addition of walkways and terraces.





The proposed design calls for a new stairway extending from the Greenwich steps, a new access from the Filbert Steps, a gentle 1-to-20-slope access ramp from the parking area, and the development of green space with California native plants.

In answer to a question about funding, the team said that funding so far had come from the city and private donations, totaling \$380,000. The team clarified the fact that the city will administer the project, and the money raised will be funneled back to DPW.

The Commissioners expressed their approval of the project.

Motion to approve Pioneer Project at Coit Tower, Phase I

Moved: Meyer

Vote: Unanimous

#### V. 1083-87 MARKET STREET/CHANGE IN OFFICIAL SIDEWALK WIDTH

Inge Horton, Planning Department, delivered specifics on a request to construct a parking bay in front of 1083-87 Market Street. The purpose would be strictly for loading and unloading. The indentation of 8-1/4 feet would leave a remaining sidewalk width of 26 feet. One row of the two rows of trees would be removed at that spot. There are parking bays on other sections of Market Street. She raised the possibility of requests for bays from other hotels.

In public testimony, Fred Kollerbohm, Engineer, said that the project was consistent with the Master Plan. He presented letters of support from other agencies. The only condition raised by those agencies was that the owner of the building, the Aida Hotel, pay for the costs. Other letters of support had been received from neighbors and the Market Street Association.

John Wekselblatt cited incidents of trucks parked on the sidewalk. He expressed his support for the measure.

Paul Boschetti, Aida Hotel owner, said the Police Department was also in agreement with the plan. He explained that Stevens Street behind the hotel was not adequate for busses.

In response to a question from Commissioner Freebairn-Smith on the quality of materials and workmanship, Mr. Boschetti said that he planned to retain the design and high-quality materials. He said that the bay would reduce congestion and increase business for his hotel.





Commissioner Rogers expressed the Committee's agreement with the plan. Ms. Horton asked the Committee to write a letter saying that it had heard the issue. The Committee members agreed that the letter would include a stipulation that the quality of the materials, design, and workmanship be retained in accord with the Market Street Beautification Plan.

VI. CONCRETE VS. GRANITE BANDING IN CROSSWALKS ON LOWER MARKET STREET FROM FREMONT TO STEUART STREETS

Bonnie Ng, DPW Landscape Architecture, presented reasons for replacing granite with concrete in high-use areas. She described the deterioration, the inability of maintenance to keep up with the deterioration, and the resulting hazards to pedestrians. DPW is currently substituting concrete for granite within the bands in high-use crosswalks to expedite needed repairs. She said that, where concrete has been substituted, it has undergone less cracking than the granite from the vibration caused by the underground transit systems. Ms. Ng also discussed the cost of granite and the difficulty of obtaining it.

Commissioner Freebairn-Smith said substitution of lower-grade materials was a downgrade of the city's investment. He said the issue was one of funding more maintenance through a special assessment.

Mr. Newirth advised that such an assessment would have to go before the voters.

Commissioner Meyer questioned the long-term durability of concrete.

Emphasizing the Committee's advisory role, Commissioner Rogers said the consensus was to resist the downgrading of materials. Commissioner Freebairn-Smith asked if there was a way to help DPW apply for funds that would support a study to determine what materials would make handsome, durable replacements.

Mr. Newirth suggested that those present discuss the issue with others, including businesses and other constituencies with the capacity to provide strong support.

The meeting adjourned at 6:00 p.m.

Submitted Michele Liapes  
Michele Liapes, Program Assistant

Approved Richard Newirth  
Richard Newirth, Director









# SAN FRANCISCO ART COMMISSION

## CIVIC DESIGN REVIEW COMMITTEE

REGULAR MONTHLY MEETING, JANUARY 27, 1997  
3:00 P.M.

25 VAN NESS AVENUE  
COMMISSION MEETING ROOM SUITE 70  
SAN FRANCISCO, CA 94102

### A G E N D A

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Roll Call: Commissioners Freebairn-Smith, Gatti, Meyer, Rogers

- I. SAN FRANCISCO INTERNATIONAL AIRPORT/ EMERGENCY  
RESPONSE FACILITIES/ CONTRACT 5828  
Phase III  
Michael Varner, Project Manager SFIA
- II. HALL OF JUSTICE/ ACCESS BARRIER REMOVAL  
Phase II & III  
Glenn Hunt, DPW Bureau of Architecture
- III. 700 PENNSYLVANIA REHABILITATION PROJECT  
Phase I & II  
Howard Wong, DPW Bureau of Architecture  
Robert Catalusci, project artist
- IV. PORTSMOUTH SQUARE LOWER LEVEL  
Phase III  
John Thomas, Brian Gatter, DPW  
Deborah Learner, Recreation and Park Department  
Kenji Murakami, consulting architect



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- V. SAN FRANCISCO INTERNATIONAL AIRPORT/ EMPLOYEE  
PARKING FACILITY #3 -- PLOT 7/ CONTRACT 5602.A  
Phase II  
Koorosh Hariri, Bureau of Design and Construction  
Denis Henmi, Barry Strafford, Kwan Henmi Associates
- VI. MISSION BRANCH LIBRARY RENOVATION  
Phase III  
Victor R. Talatala, Jorge Gutierrez, DPW Bureau of Architecture
- VII. NORTH POINT WATER POLLUTION CONTROL PLANT  
IMPROVEMENTS PROJECT  
Phase II  
Manfred Wong, Howard Fung, Bonnie Ng, DPW Bureau of Architecture

1/20/97





# SAN FRANCISCO ART COMMISSION

## MINUTES

### SAN FRANCISCO ART COMMISSION CIVIC DESIGN REVIEW COMMITTEE MEETING

January 27, 1997

25 Van Ness Avenue - Commission Meeting Room - Suite 70  
3 p.m.

#### PROGRAMS

CIVIC ART COLLECTION  
CIVIC DESIGN REVIEW  
COMMUNITY ARTS  
& EDUCATION  
CULTURAL EQUITY GRANTS  
POPS SYMPHONY CONCERTS  
PUBLIC ART

STREET ARTISTS LICENSES  
SUITE 70  
415.252.2581

ART COMMISSION GALLERY  
401 VAN NESS AVENUE  
415.554.6080

#### I. Roll Call

Commissioners present: Emery Rogers,  
Rod Freebairn-Smith, Stanlee Gatti, William Meyer

Staff present: Nancy Gonchar, Richard Newirth,  
Michele Liapes

The meeting was called to order at 3:05 p.m.

#### II. SAN FRANCISCO INTERNATIONAL AIRPORT/EMERGENCY RESPONSE FACILITIES/CONTRACT 5828, Phase III

For Phase III, Michael Varner, SFIA, and the project team presented final drawings and a more accurate rendering of the finishes for the building exterior, which was requested by the committee members during Phase II review. Two design features had been changed because of budget needs. For the vehicular apparatus portions, a new parapet with a sloped roof behind replaces the formerly curved feature. The watch tower has been eliminated from the north and south exterior elevations.

The Commissioners agreed that the design was acceptable as amended.

Motion to approve San Francisco International Airport/Emergency Response Facilities/Contract 5828, Phase III.

Moved: Meyer

Vote: Unanimous

#### III. HALL OF JUSTICE/ACCESS BARRIER REMOVAL, Phase II, III

Glenn Hunt, DPW BOA, presented Phase II and III for the entries to the Hall of Justice and Coroner's Office. He said there had been no changes in form since Phase I. Features will include granite paving to link existing paving with new construction, a gate, and light fixtures. Stainless steel rails will be extended throughout. White concrete will be used instead of color. Granite boulders will be used for infill instead of planting in order to resolve the difference in level between the surface and the adjacent area.



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The other major component, the entry to the coroner's office, will bring pedestrians from the parking lot. A glass and steel canopy will be installed. Grill work will act as a wind barrier. Planting will be a ground cover that will not mask the wall.

Commissioner Gatti suggested plantings with more height to give the building a more manicured look.

Commissioner Freebairn-Smith commended Mr. Hunt for the level of study and attention to detail. Commissioners Rogers and Freebairn-Smith objected to the use of granite boulders. Commissioner Rogers said he would prefer paving if plantings were not possible. Commissioner Gatti said that planting would look incomplete in that section. He recommended a sculptural solution. Mr. Hunt explained that the granite chunks would be 18" by 18". Commissioner Gatti said that this solution could be interesting. Commissioner Rogers expressed his concern about the lack of vertical relief. The Commissioners agreed to approve the boulder solution.

Motion to approve Hall of Justice/Access Barrier Removal, Phase II, III.

Motion: Gatti

For: Gatti, Freebairn-Smith, Rogers

Against: Meyer

#### IV. 700 PENNSYLVANIA REHABILITATION PROJECT, Phase I, II

Howard Wong, DPW BOA, John Fong, MUNI, and Robert Catalusci, project artist, presented Phase I and II for the reconstructed MUNI maintenance building, an existing factory building with metal siding that is adjoined by two smaller wood-frame buildings, at Pennsylvania and 22nd Street. In response to community wishes, the exterior has been treated as an art enrichment project. The colors will be gray, red and graphite. The gates will be powder-color silver. A translucent panel in the middle will be bounded at the top and bottom by metal siding. Mr. Catalusci also presented the details of the pattern on the fencing, designed to look cast, and the roll-up door sculptures with the same pattern. There will be wall-washing lights on the exterior grills above the rolling doors and metal sidings. The monitor, a skylight, will be a segmented glass dome with a frame constructed as an M for MUNI. The only signage would be in front above the main entrance

Commissioner Meyer said that the colors were exciting and the grillwork unique. He expressed concern about an artist assuming a major architectural role. Public art program staff members Jill Manton and Tonia Macneil explained that Mr. Catalusci had worked closely with a MUNI architect from the start.





Commissioner Gatti expressed his support for collaborations between artists and architects. He said that the color was the most daring aspect of the 700 Pennsylvania project. He expressed his concern that the dominant red would be more of a design distraction in a neighborhood predominantly white and gray. The project team responded that the color was part of an overall composition. The red would be in a context of a wall of greenish serpentine rock, and the trees in front would also create an interesting tension.

Commissioner Rogers expressed concern for the shiny, highly reflective quality of the fence and its durability.

Though the team presented sample materials for the gates and the graphite, Commissioner Freebairn-Smith wanted to see a painted sample of the red. He emphasized that the requirements for Phase II included the provision of color and material samples. Commissioner Gatti questioned again the way in which the color would fit in with the neighborhood.

Motion to approve 700 Pennsylvania Rehabilitation Project, Phase I, II.

Moved: Meyer

For: Meyer, Freebairn-Smith, Rogers

Against: Gatti

#### V. PORTSMOUTH SQUARE LOWER LEVEL, Phase III

The project team of John Thomas and Brian Gatter, DPW, Deborah Learner, Recreation and Park Department, and Kenji Murakami, consulting architect, presented phase III for the Portsmouth Square lower level. The children's playground will be expanded. The center portion will be developed as a circulation element between the upper and lower levels. The quadrant in the lower level will be developed as a community area. The entrances have been opened up to emphasize circulation. Other features include granite aggregate paving, low seat walls, and Sierra bright granite. The art component will include sculptures and benches. The intention is to create the illusion of a hillside. The community building will be a dominant feature under the pedestrian bridge. In response to previous committee concerns about the color separation between the bridge and the building, Mr. Murakami said that the stucco building would be in a natural color with sealant. The color will be as close as possible to light gray. The sealant will give it a sheen and different look from the bridge. The building will have no signage.



Motion to approve Portsmouth Square Lower Level, Phase III.  
Moved: Gatti  
Vote: Unanimous

VI. SAN FRANCISCO INTERNATIONAL AIRPORT/EMPLOYEE PARKING FACILITY #3--PLOT 7/CONTRACT 5602A, Phase II

Koorosh Hariri, SFIA, and Barry Strafford, Kwan Henmi Associates, presented phase II for the employee parking facility. There will be more office area. The elevator and stairways will be enclosed. A second fin has been added to denote the garage. The team presented samples of the panels, glazing and color contrast. Julie Howard presented plans for landscaping. On the east side, there will be vines on each column and gravel in between. For the west side, there will be a rosemary shrub, flowering ground cover, and a canopy of New Zealand Christmas Trees. Vertical palm trees are planned for the north side.

Commissioner Meyer objected to the second fin on the east side. He said he would be satisfied with just a curved canopy. Commissioner Freebairn-Smith expressed concerns about adherence to a master design plan for the airport, the coordination of landscaping, and the placement of an employee parking facility in a remote area with no connection to mass transit.

Mr. Hariri responded that the facility was a master plan support project to meet an overall shortfall in parking. The present location was the only one that could accommodate the structure. He said that there were numerous employees in the area who would use it.

Motion to approve SFIA/Employee Parking Facility #3--Plot 7/Contract 5602A Phase II

Moved: Gatti  
For: Gatti, Freebairn-Smith, Rogers  
Against: Meyer

Vii. MISSION BRANCH LIBRARY RENOVATION, Phase III  
Victor Talatala and Jorge Gutierrez, DPW BOA, presented phase III for the seismic retrofit of the Mission Branch library on 24th Street. There will be two exit stairways, an interior and an exterior. A screen will conceal the exterior stairway at the request of the Landmarks Board. The entrance, which has been moved to Bartlett Street, will be concrete with patterns that are compatible with the sidewalk. The previous 24th Street entrance will be an emergency exit with a terra cotta metal door. In answer to a question from Commissioner Rogers on the reason for relocating the entrance to Bartlett St., Mr. Talatala said that it was necessary because of the rearrangement of the ground floor interior.





Motion to approve Mission Branch Library renovation, Phase III.

Moved: Meyer

Vote: Unanimous

#### VIII. NORTH POINT WATER POLLUTION CONTROL PLANT IMPROVEMENTS PROJECT, Phase I

The project team of Manfred Wong, Howard Fung, Bonnie Ng, and Barry Pearl, DPW BOA, presented Phase I for the series of construction projects, most of which will be underground or within the existing buildings. There will be two new driveways on Bay Street. A water and wave motif will continue around the original plant building, serving as the design idiom for the new driveway gates, which will be of painted steel. There will be a fluted panel column at the end of each wall. A new wall at the east end of the plant will project laterally. The team is currently thinking about an identifiable sign for the wall at Building 500. In answer to a question from Commissioner Gatti, the team confirmed that the columns would match the original facade.

The Committee members commended the project team for the design and the care taken in developing their approach. They agreed to ask the full Commission to approve Phase II as well.

Motion to approve North Point Water Pollution Control Plant improvements project, Phase I.

Moved: Gatti

Vote: Unanimous

#### IX. COMMISSION/STAFF REPORTS

Commissioner Freebairn-Smith reported on the status of the Union Square and Civic Center design competitions. He said that draft guidelines are being assembled for the Mayor. The Commissioner, who is participating as a SPUR Board Member, will circulate copies to the other Committee members. The Commissioners discussed the possibility of designating an Art Commissioner as a participant in the process and the potential for the competitions to generate stimulating designs.

Commissioner Meyer raised the issue of limiting practicing architects from participation as artists in public art projects. He expressed his support for a policy that permitted architect participation.

The Commissioners agreed that, before a forthcoming public art project is described in guidelines, they should be more involved in the initial process of determining the nature of the art project for a particular site.

The Meeting adjourned at 5:45.



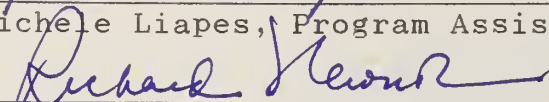


Submitted



Michele Liapes, Program Assistant

Approved



Richard Newirth, Director



FEBRUARY 1997





# SAN FRANCISCO ART COMMISSION

## CIVIC DESIGN REVIEW COMMITTEE

SPECIAL MEETING, FEBRUARY 10, 1997

2:00 P.M.

25 VAN NESS AVENUE

COMMISSION MEETING ROOM SUITE 70

SAN FRANCISCO, CA 94102

### A G E N D A

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Roll Call: Commissioners Freebairn-Smith, Gatti, Meyer, Rogers

- I. HOWARD STREET/MOSCONE CENTER/CENTER FOR THE ARTS  
STREET FURNITURE PROJECT  
Phase I, II, III  
Mark Primeau, Director, DPW  
Francois Nion, JCDecaux
- II. "BAMMIE WALK OF FAME" PLAQUES  
Phase I, II, III  
Kenny Wardell, Bay Area Music Awards



2/4/97

CITY AND COUNTY OF  
SAN FRANCISCO







# SAN FRANCISCO ART COMMISSION

## MINUTES

### SAN FRANCISCO ART COMMISSION CIVIC DESIGN REVIEW SPECIAL COMMITTEE MEETING February 10, 1996

25 Van Ness Avenue - Commission Meeting Room - Suite 70  
2 p.m.

#### PROGRAMS

CIVIC ART COLLECTION  
CIVIC DESIGN REVIEW  
COMMUNITY ARTS  
& EDUCATION  
CULTURAL EQUITY GRANTS  
POPS SYMPHONY CONCERTS  
PUBLIC ART

STREET ARTISTS LICENSES  
SUITE 70  
415.252.2581

ART COMMISSION GALLERY  
401 VAN NESS AVENUE  
415.554.6080

#### I. Roll Call

Commissioners present: Emery Rogers,  
Rod Freebairn-Smith, Stanlee Gatti, William Meyer

Staff present: Nancy Gonchar, Richard Newirth,  
Michele Liapes

The meeting was called to order at 2:05 p.m.

#### II. HOWARD STREET/MOSCONE CENTER/CENTER FOR THE ARTS STREET FURNITURE PROJECT

Phase I, II, III

Jorge Alfaro, Chief of Staff, DPW

Francois Nion, JCDecaux

Jorge Alfaro and Francois Nion presented an overview on the installation of contemporary street furniture for Howard Street between Third and Fourth streets. The items, which are being donated by JCDecaux, include 18 lampposts by sculptor Philippe Starck, two kiosks by Norman Foster, benches of cast iron and hardwood, and trash receptacles bolted to the sides of the benches. There are also plans for planters.

Commissioner Gatti presented a model of the lampposts, which are sculptures during the day and convert to lampposts at dusk when the top of the sculpture automatically drops down. It automatically turns upward at sunrise. The pole base is ribbed to prevent posting of signs or bills.

Where the Muni wires are attached to existing lampposts those poles will be retained. They will be cut and repainted to prevent conflict with the new lampposts. Mr. Nion recommended that the new lampposts be placed as far from the existing poles as possible. For location, the new lampposts will be situated 6 to 10 feet from the sites of the existing ones, depending on such factors as the presence of granite foundation. Distance between lampposts will be between 30 and 40 feet.

Mr. Nion presented the design for the kiosks, which will have informational panels, a cast iron base and an awning on top. He said that the color choice, either light gray or bronze, was still in question.



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Commissioner Meyer expressed his support for the project.

On color, Commissioner Gatti suggested bronze rather than light gray. He pointed out that certain Moscone Convention Center accent features are bronze.

In response to Commissioner Freebairn-Smith's concern about the lampposts' rotating mechanism, durability and maintenance, Mr. Nion said that the lampposts had worked successfully for two years in the French city of Lyon, and that JCDecaux would be responsible for maintenance and lamping. Commissioner Rogers also expressed his concern about the durability of moving parts outdoors. He asked for assurance that, when the maintenance responsibility should pass to the city, that the city would be ready to take over. Mr. Alfaro said that every effort was being made to finalize a workable maintenance agreement.

Mr. Nion said that the color choices for the lamps were either the orange high-pressure sodium or the metallic white.

The Commissioners expressed their preference for the metallic white.

Motion to approve Howard Street/Moscone Center/Center for the Arts Street Furniture Project, Phase I, II, III.

Moved: Freebairn-Smith

Vote: Unanimous

## II. "BAMMIE WALK OF FAME" PLAQUES

Assistant Director Nancy Gonchar informed the Committee that the Art Commission role for plaques was advisory, and that guidelines would be worked out with DPW. Kenny Waddell, Bay Area Music Awards, Dennis Erokan, BAM Media, and Don Rich, sculptor presented plans to install plaques in front of Civic Auditorium on Grove Street between Larkin and Polk. The plaques will contain artistic portraits of famous figures in the popular music world, both living and deceased. The first three inductees for this initial year, which coincides with the 20th anniversary of the Bay Area Music Awards, will be Bill Graham, Carlos Santana, and Jerry Garcia. Two more plaques will be installed each year for the next 10. The project is being restricted to 10 years for the time being, but there is room for between 150 and 300 plaques. The deadline for this year's installations is March 8. The plaque squares will be 3 feet by 3, and the images will be on a 2-foot disk. DPW will work out safety features and ADA approval.

The Commissioners were concerned about the number of words, specifically the inclusion of both "Bay Area Music Awards" and "Bammie Walk of Fame." The project team agreed to eliminate the impression of repetition.



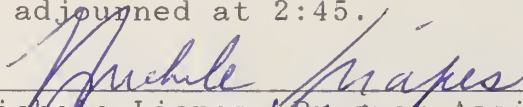
Commissioner Gatti suggested that the expression "Bay Area Music Awards" was more significant, and that the project would be known as the "Bammie Walk of Fame."

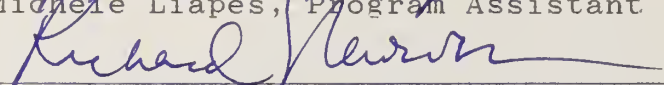
Motion to approve "Bammie Walk of Fame" Plaques

Moved: Gatti

Vote: Unanimous

The Meeting adjourned at 2:45.

Submitted   
Michele Liapes, Program Assistant

Approved   
Richard Newirth, Director





MARCH 1997





# SAN FRANCISCO ART COMMISSION

## CIVIC DESIGN REVIEW COMMITTEE

REGULAR MONTHLY MEETING MONDAY, MARCH 17, 1997  
3:00 P.M.

25 VAN NESS AVENUE  
COMMISSION MEETING ROOM SUITE 70  
SAN FRANCISCO, CA 94102

### A G E N D A

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Roll Call: Commissioners Freebairn-Smith, Gatti, Meyer, Rogers

- I. SAN FRANCISCO INTERNATIONAL AIRPORT/AIRPORT RAIL  
TRANSIT MAINTENANCE FACILITY/CONTRACT 5701  
Phase III  
Robert Wong, Hertzka & Knowles / Robert B. Wong Associated  
Architects  
Willy Tsai, Project Manager, SFIA
- II. SAN FRANCISCO INTERNATIONAL AIRPORT/AIRPORT RAIL  
GUIDEWAY/CONTRACT 5700.B  
Phase III  
Craig Frey, Transit Guideway Consultants, Inc.  
Richard Lavallee, Project Manager, SFIA
- III. SAN FRANCISCO INTERNATIONAL AIRPORT/AIRPORT RAIL  
GUIDEWAY/CONTRACT 5905  
Phase III  
Craig Frey, Transit Guideway Consultants, Inc.  
Richard Lavallee, Project Manager, SFIA



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- IV. 700 PENNSYLVANIA REHABILITATION PROJECT  
Phase III  
Howard Wong, DPW Bureau of Architecture  
Robert Catalusci, project artist
- V. COMMISSIONER & STAFF REPORTS
- VI. ADJOURNMENT

3/10/97







# SAN FRANCISCO ART COMMISSION

## PROGRAMS

CIVIC ART COLLECTION  
CIVIC DESIGN REVIEW  
COMMUNITY ARTS  
& EDUCATION  
CULTURAL EQUITY GRANTS  
POPS SYMPHONY CONCERTS  
PUBLIC ART

STREET ARTISTS LICENSES  
SUITE 70  
415.252.2581

ART COMMISSION GALLERY  
401 VAN NESS AVENUE  
415.554.6080

## SAN FRANCISCO ART COMMISSION Civic Design Review Committee Meeting Minutes 25 Van Ness Ave., Suite 70 Monday, March 17, 1997, 3 p.m.

Commissioners present: Emery Rogers, Rod Freebairn-Smith,  
Stanlee Gatti, Bill Meyer

Staff present: Nancy Gonchar, Richard Newirth, Michele  
Liapes

The meeting was called to order at 3:10 p.m.

### I. San Francisco International Airport/Airport Rail Transit Maintenance Facility/Contract 5701, Phase III

Robert Wong, Robert B. Wong Associated Architects and John Haymaker, Hertzka & Knowles, presented Phase III for the ART maintenance facility located on McDonnell Road. Mr. Haymaker presented the floor plan. He said that the design was for an industrial building, in which function has been allowed to create the architecture. Masses are divided into offices, parking and maintenance.

The parking area is of precast material. The horizontal elements will be darker gray. The vertical elements will be white. The maintenance area will have a deep ribbed profile in blue to express the horizontality. The office space will be a simple box with openings punched in as needed. A vertical circulation structure with clear windows divides the office area from the maintenance and garage masses.

Motion to approve San Francisco International  
Airport/Airport Rail Transit Maintenance Facility/Contract  
5701 Phase III

Moved: Gatti

Vote: Unanimous

### II. San Francisco International Airport/Airport Rail Guideway/Contract 5700 B, Phase III

### III. San Francisco International Airport/Airport Rail Guideway/Contract 5905, Phase III

The presenters and Committee members agreed to discuss Items II and III together. Scott Danielson, Transit Guideway Consultants, Inc., delivered the Phase III presentation for both Agenda Items II and III. He explained that Item II, the ART Guideway/Contract 5700 B, east of Route 101, comprised everything linking the airport parking garages to the IT. Item III, the airport Rail guideway/Contract 5905, included BART from west of 101 crossing the freeway.



CITY AND COUNTY OF  
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For Item II, the ART Guideway/Contract 5700 B, east of Route 101, the girder will be narrower. Mr. Danielson said that it would be more stable if it were a single box. The project team is therefore requesting that it be a single box. The 380 ramp connector will also be a single box that is 50% wider.

Commissioner Meyer asked about a structure, which Mr. Danielson identified as bracing for the lower deck.

Commissioner Meyer asked that the lateral braces of the haunches have a more definite termination.

In answer to a question from Commissioner Freebairn-Smith about transformer boxes indicated on the drawings, it was clarified that these boxes would be prepackaged, and that selection would be by the winning contractor for the BART project. The Committee agreed to ask the Airport to inform BART that they wished to review that part of the package that is on airport property and therefore within Art Commission purview. The Airport will be asked to instruct the winning contractor to submit plans to the Civic Design Review Committee.

The suppliers for the people mover have asked that the parapets be four feet instead of the original two-foot six-inch structure presented previously. The Committee members agreed that the issue of the four-foot height was not important.

For Item III, the Airport Rail Guideway/Contract 5905, west of Route 101, the connector is a typical cross section. The structure is similar to a Caltrans box girder plus a four-foot parapet. The previously exposed conduits are now buried in the structure, giving it a cleaner look. The major riser and signaling cables will be inside a column. The riser for the main power cables is within a clean hexagonal pylon.

In response to a question from Commissioner Freebairn-Smith about rust resistance for the splice boxes, it was clarified that the heaviest galvanized coating would be used.

The Committee members agreed to approve Agenda Item II, but asked for a stronger termination to the haunch. The presenters assured the committee that they could accommodate the request. Commissioner Meyer particularly liked Mr. Danielson's proposal to use a curve.

The Committee members agreed to approve Agenda Item III.



Motion to approve San Francisco International  
Airport/Airport Rail Guideway/Contract 5700 B, Phase III.

Moved: Meyer

Vote: Unanimous

Motion to approve San Francisco International  
Airport/Airport Rail Guideway/Contract 5905, Phase III.

Moved: Meyer

Vote: Unanimous

#### IV. 700 Pennsylvania Rehabilitation Project, Phase III

Howard Wong, DPW BOA, summarized the project. The 700 Pennsylvania Avenue site consists of 80,000 square feet. It has three buildings, a large warehouse and two smaller buildings. It will be visible from Route 280. The major exterior changes are color and sculpting of the grill work. These constitute the art enrichment for the project. Another feature, the skylight of fiberglass sheeting and a light aluminum frame, has been reduced for reasons of cost.

Artist Robert Catalusci showed color samples. These included a darker red in response to a previous committee objection to the red originally presented. The other colors would be graphite, silver and neutral gray.

In answer to a question from Commissioner Freebairn-Smith about the cream colored band, Mr. Wong explained that it was the existing translucent panels.

In reference to the red, Commissioner Gatti said that his objection had been to the color red generally in context of the surrounding neighborhood. He and the other Committee members expressed their preference for the brighter red presented previously.

The Commissioners agreed to approve Phase III but reserved their final approval of the color scheme until they had reviewed it on site.

Motion to approve 700 Pennsylvania Rehabilitation Project,  
Phase III.

Moved: Meyer

Vote: Unanimous

The meeting adjourned at 4:30 p.m.

Submitted Michelle Liapes  
Michelle Liapes

Approved Richard Newirth  
Richard Newirth, Director





APRIL 1997





# SAN FRANCISCO ART COMMISSION

## CIVIC DESIGN REVIEW COMMITTEE

REGULAR MONTHLY MEETING MONDAY, APRIL 21, 1997

3:00 P.M.

25 VAN NESS AVENUE

COMMISSION MEETING ROOM SUITE 70

SAN FRANCISCO, CA 94102

### PROGRAMS

CIVIC ART COLLECTION  
CIVIC DESIGN REVIEW  
COMMUNITY ARTS  
& EDUCATION  
CULTURAL EQUITY GRANTS  
POPS SYMPHONY CONCERTS  
PUBLIC ART

STREET ARTISTS LICENSES  
SUITE 70  
415.252.2581

ART COMMISSION GALLERY  
401 VAN NESS AVENUE  
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## A G E N D A

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Roll Call: Commissioners Freebairn-Smith, Gatti, Meyer, Rogers

- I. SAN FRANCISCO INTERNATIONAL AIRPORT/ EMPLOYEE PARKING FACILITY #3 -- PLOT 7/ CONTRACT 5602.A  
Phase II  
Koorosh Hariri, Project Manager, SFIA  
Kiyoshi Matsuo, Kwan Henmi Associates
- II. BACKUP GENERATOR FACILITY, MUNI METRO TURNBACK  
Phase I, II, III  
Gilbert Tang, Project Manager, Department of Public Transportation  
Myles Stevens, Stevens & Associates
- III. WINDMILL FOR ST. MARY'S URBAN YOUTH FARM  
Phase I, II, III  
Joseph Ingenito, SLUG



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- IV. SFFD FIRE STATION 25 RENOVATION  
Phase III  
Peter Wong, DPW Bureau of Architecture
- V. COMMISSIONER & STAFF REPORTS
- VI. ADJOURNMENT

3/10/97







# SAN FRANCISCO ART COMMISSION

SAN FRANCISCO ART COMMISSION  
Civic Design Review Committee Meeting Minutes  
25 Van Ness Ave., Suite 70  
Monday, April 21, 1997, 3 p.m.

## PROGRAMS

CIVIC ART COLLECTION  
CIVIC DESIGN REVIEW  
COMMUNITY ARTS  
& EDUCATION  
CULTURAL EQUITY GRANTS  
POPS SYMPHONY CONCERTS  
PUBLIC ART

Commissioners present: Emery Rogers, Rod Freebairn-Smith,  
Stanlee Gatti, Bill Meyer

Staff present: Nancy Gonchar, Richard Newirth, Michele  
Liapes

The meeting was called to order at 3:10 p.m.

I. San Francisco International Airport Employee Parking  
Facility #3--Plot 7/Contract 5602 A, Phase II

Nancy Gonchar explained that the SFIA was returning to  
apprise the Committee of design changes that had occurred  
since the initial Phase II approval of January 27, 1997.

Koorosh Hariri, project manager, SFIA, reviewed value  
engineering changes to the parking facility, located on the  
west field. To accommodate the addition of more parking  
stalls, the garage has been expanded into the originally  
planned 20-foot setback in the roadway. The shuttle bus stop  
will instead be incorporated into the building itself.  
Kiyoshi Matsuo, Kwan Henmi Associates, reviewed the  
architectural modifications. The elevator bank is now on the  
west side of the building, and the stairway is on the  
corner. The general framework of concrete frame with a  
series of metal screens is unchanged. An additional element  
is a corrugated metal finish to give the elevator tower more  
presence. The horizontal elements of the concrete structure  
will be sandblasted to contrast with smooth concrete  
vertical elements, adding more texture and detail to the  
building. There will be a series of screening elements  
along the stairway to the elevator tower. Landscape  
architect Jackie Keller said that landscaping elements will  
include palm trees on the north side, foundation shrubs on  
the west side, and vines on the columns on the south and  
east sides. There will be raised planters on the south side.

In response to questions from Commissioner Meyer, it was  
explained that the back of the elevator cab would be glass,  
as well as the west face of the elevator tower. In response  
to a second question from Commissioner Meyer, it was  
answered that the red ledges were for maintenance.

In response to questions from Commissioner Freebairn-Smith,  
Mr. Hariri said that a graphics consultant would be retained  
to coordinate signage for existing and future roadways, and  
that a landscape consultant would be retained to coordinate  
landscaping for the entire airport.



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Commissioner Rogers asked the landscape architect to re-examine the plan to install palm trees. He said that he didn't think they were appropriate for the project in light of the design changes.

Motion to approve San Francisco International Airport/Employee Parking Facility #3--Plot 7/Contract 5602A design changes, Phase II.

Moved: Meyer  
Vote: Unanimous

II. Backup Generator Facility, Muni Metro Turnback  
Phase I, II, III

The project team of Gilbert Tang, MUNI, and Myles Stevens, Stevens & Associates, explained that the new backup generator facility would be at the same location as the current small generator facility on the south elevation of the Muni metro turnback. The 1300-square-foot structure will have the same design vocabulary and vernacular as the existing structure. The concrete walls, paneling system and rounded motif will be continued. The project team has been in close contact with Roma Designs to ensure coordination with the Mid-Embarcadero project.

Motion to approve Backup Generator Facility, Muni Metro Turnback, Phase I, II, III

Moved: Meyer  
Vote: Unanimous

III. Windmill for St. Mary's Urban Youth Farm  
Phase I, II, III

Joseph Ingenito, SLUG, presented plans for a windmill at the 4-1/2-acre urban youth farm, located in the Bayview-Bernal Heights areas near Alemany and Route 280. The 45-foot windmill, manufactured by Aermotor Windmill Corporation, will have yellow fins with a vein that will be labeled "SLUG" and painted red. The base will be galvanized steel.

SLUG board member Nan McGuire expressed her support for the project.

Motion to approve Windmill for St. Mary's Urban Youth Farm  
Phase I, II, III

Moved: Gatti  
Vote: Unanimous





IV. SFFD Fire Station #25 Renovation, Phase II, III

Nancy Gonchar explained that the SFFD Fire Station #25 had been before the Committee in August 1995 and had received Phase I approval.

The project team of Peter Wong and Philip Sowers, DPW BOA, reviewed the changes to the 2000-square-foot addition that had been made in response to previous Committee recommendations. The horizontal window on the side has been replaced with three windows with a slight recess into the brick beneath each window.

Mr. Sowers explained that the other issue was the question of whether the brick should harmonize or contrast with the brick in the existing building, which is a broad mix of red, tan and brown hues. He said that FEMA was opposed to a contrast between the old and the new. Commissioner Meyer expressed his strong objection to any attempt to match the existing brick on the grounds that an accurate match would be impossible. He said that the new brick must be either significantly lighter or darker in the same family of colors in order to work with the original brick. He suggested a stipulation by which the Committee members would participate in the selection of the final brick in the field in order to ensure that the result would be a complementary ensemble.

The Committee agreed to approve Phase III with the stipulation that they participate in the selection of the new brick in the field. Mr. Wong, the project manager, agreed to inform the Commission when the selection would be made.

Motion to approve SFFD Fire Station #25 Renovation, Phase II, III

Moved: Meyer  
For: Gatti, Rogers, Meyer  
Against: Freebairn-Smith

V. Commissioner and Staff Reports

The Committee members and staff discussed the advisability of Art Commission participation in plans for the redesign of Civic Center. It was agreed that Nancy Gonchar would participate, as Art Commission staff representative, in the city agency staff meetings on the Civic Center redesign.

The meeting adjourned at 5:45 p.m.

Submitted Michele Liapes  
Michele Liapes  
Approved Richard Newirth  
Richard Newirth, Director





MAY 1997





# SAN FRANCISCO ART COMMISSION

## CIVIC DESIGN REVIEW COMMITTEE

REGULAR MONTHLY MEETING MONDAY, May 19, 1997

3:00 P.M.

25 VAN NESS AVENUE

COMMISSION MEETING ROOM SUITE 70

SAN FRANCISCO, CA 94102

### A G E N D A

PROGRAMS  
CIVIC ART COLLECTION  
CIVIC DESIGN REVIEW  
COMMUNITY ARTS  
& EDUCATION  
CULTURAL EQUITY GRANTS  
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Roll Call: Commissioners Freebairn-Smith, Gatti, Meyer, Rogers

- I. SAN FRANCISCO INTERNATIONAL AIRPORT/ NORTH CARGO FACILITY/APRON Contract 5750 B  
Phase III  
Jason Brady, Project Manager, SFIA  
Bill Collins, Stone & Webster
- II. 911 OES EMERGENCY COMMUNICATIONS CENTER  
Phase III  
Paul Travis, Project Architect, Bureau of Architecture  
Michael Quan, Bureau of Engineering  
Clark Manus, Heller & Marcus
- III. SAN FRANCISCO INTERNATIONAL AIRPORT/AIRBORNE REPLACEMENT BUILDING PROJECT Contract 2353A  
Phase I  
Mark Dorian, Clyde Cohen, Bureau of Architecture
- IV. FIRE STATION #32 RENOVATION  
Phase I  
Peter Wong, John Zoranovich, Bureau of Architecture



CITY AND COUNTY OF  
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# SAN FRANCISCO ART COMMISSION

## **'CIVIC DESIGN REVIEW COMMITTEE REGULAR MONTHLY MEETING MONDAY, MAY 19, 1997, 3 P.M. 25 VAN NESS AVENUE, SUITE 70 SAN FRANCISCO, CA 94102**

### PROGRAMS

CIVIC ART COLLECTION  
CIVIC DESIGN REVIEW  
COMMUNITY ARTS  
& EDUCATION  
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401 VAN NESS AVENUE  
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Commissioners present: Emery Rogers, Rod Freebairn-Smith, Stanlee Gatti, William Meyer

Staff present: Nancy Gonchar, Richard Newirth, Michele Liapes

The meeting was called to order at 3:10 p.m.

### **I. SAN FRANCISCO INTERNATIONAL AIRPORT/NORTH CARGO FACILITY/APRON/ Contract 5750 B, Phase III**

Jason Brady, Project Manager, SFIA, and Bill Collins, Stone & Webster, presented Phase III. Landscaping has been removed from two parking lots, which have been reconfigured to allow more space and underground drainage facilities. Concrete barriers have been included along the security line. Architecturally, the box structure has been broken up by rolling doors, skylights and color. The colors relate to the nearby oil drums and Japan Airlines Building. At the request of occupants, some of the canopies have been extended. Landscape architect Pat O'Brien summarized landscaping features. These included evergreen and drought-resistant hedges, trees and ornamental grasses, all requiring very little maintenance.

Motion to approve San Francisco International Airport/North Cargo Facility/Apron Contract 5750 B, Phase III

Moved: Meyer

Vote: Unanimous

Commissioner Gatti departed at 3:45 p.m.

### **II. 911 OES EMERGENCY COMMUNICATIONS CENTER, Phase III**

Paul Travis, BOA, presented Phase III. The antenna rail has been moved as far away as possible from the Turk Street side. It is now 30 feet from each end, so that it is less visible. The balcony curves have been modified by the incorporation of two flat areas at either end. In addition, the cable railing has been changed to perforated metal panels for reasons of safety and security. The railing of the parapet of the north roof, facing Turk Street, has been eliminated. At the colonnade, the west recess has been eliminated, and the curved glass and metal panels have been replaced with straight segments.



CITY AND COUNTY OF  
SAN FRANCISCO





The tapered upper planter has been replaced by precast planters. The signage will be minimal.

The Commissioners commended the project team on the humane, friendly design of the building.

Motion to approve 911 OES Emergency Communications Center, Phase III

Moved: Meyer

Vote: Unanimous

- III. SAN FRANCISCO INTERNATIONAL AIRPORT/AIRBORNE REPLACEMENT BUILDING PROJECT/Contract 2353A, Phase I
- Mark Dorian and Clyde Cohen, BOA, presented Phase I of the new Air Cargo Facility, which includes a cargo warehouse and offices, on a vacant site and the intersection of roads 6 and 9. Since the facility will have multiple tenants, it has been designed for maximum flexibility. It will be a light, industrial, high-tech metal structure. Owing to flight patterns, there is a 31-foot height limit, and truss depth has been minimized in order to minimize the height. Masts and cables are used as support, allowing for a column-free structure. The door will be 24 feet wide with sliding jams that can be moved to the sides, allowing for a completely open door. Other features are skylights and a floor slab on grade, so that excavation is minimal.

In response to questions from Commissioner Rogers on employee amenities, the architects said they would look into creating walled areas outside in addition to the second-floor lunchrooms that are already planned. Commissioner Rogers also recommended landscaping in front. The architects responded that landscaping was planned.

Commissioner Meyer commented on the elegance of the building but expressed his concern that the office wings had not received as much attention as the rest of the building. He also inquired about the quantity and evenness of light from the skylights. It was answered that the material would be laminated glass with 20% transmission.

Commissioner Freebairn-Smith reinforced Commissioner Rogers' interest in landscaping and Commissioner Meyer's interest in the design of the end elements.

He agreed to move for approval of Phase I requesting that the team present a more detailed design of the resolution of the cable (rod) structure's penetration of the office buildings in the phase II review.



Motion to approve San Francisco International Airport/Airborne replacement building project, Contract 2353A, Phase I.

Moved: Freebairn-Smith

Vote: Unanimous

#### IV. FIRE STATION #32 RENOVATION, Phase I

Peter Wong and John Zoranovich, BOA, presented Phase I of the SFFD Station #32 renovation. The second floor will be expanded by 350 square feet to accommodate female fire fighters. This will be accomplished by capturing space on the roof of the first floor. A blank wall that separates the main building from adjacent property will be expanded from 14' 6" to 28' 8" to match the height of the existing second floor roof parapet. Existing fabric will be used to make the addition as inconspicuous as possible. There will be ample daylight through the south elevation.

In response to Commission Meyer's question about the impact on the house to the east, it was answered that the second-floor wall will be 9-1/2 feet closer to that property. Consequently, there will be some loss of sunlight and sense of airiness on the front porch.

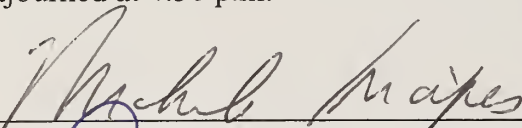
Motion to approve Fire Station #32 Renovation, Phase I

Moved: Meyer

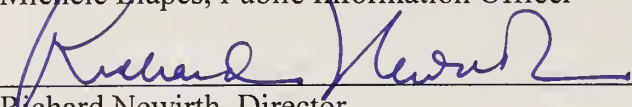
Vote: Unanimous

The meeting adjourned at 4:30 p.m.

Submitted

  
Michele Liapes, Public Information Officer

Approved

  
Richard Newirth, Director



JUNE 1997







# SAN FRANCISCO ART COMMISSION

## CIVIC DESIGN REVIEW COMMITTEE

SPECIAL MEETING MONDAY, June 30, 1997

3:00 P.M.

25 VAN NESS AVENUE

COMMISSION MEETING ROOM SUITE 70

SAN FRANCISCO, CA 94102

### A G E N D A

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Roll Call: Commissioners Freebairn-Smith, Gatti, Meyer, Rogers

- I. SAN FRANCISCO INTERNATIONAL AIRPORT/ AIRPORT RAIL  
TRANSIT REMOTE CORRIDOR STATIONS/ CONTRACT 5709  
Phase 1, 2  
Willy Tsai, Project Manager, SFIA  
Kenji Murokami, Murokami Associates Architecture & Planning
- II. CIVIC CENTER HISTORIC IMPROVEMENT PROJECT  
Informational Presentation  
Evan Rose, Planning Department  
John Thomas, DPW
- III. REMOVAL OF CIVIC CENTER PLAZA FOUNTAIN  
Phase 1, 2, 3  
Evan Rose, Planning Department  
John Thomas, DPW
- IV. Sunnydale Pump Station Art Enrichment  
Railing Design  
Phase 1, 2, 3  
Jill Manton, Art Commission



CITY AND COUNTY OF  
SAN FRANCISCO





# SAN FRANCISCO ART COMMISSION

V. COMMISSIONER AND STAFF REPORTS

VI. ADJOURNMENT

## PROGRAMS

CIVIC ART COLLECTION  
CIVIC DESIGN REVIEW  
COMMUNITY ARTS  
& EDUCATION  
CULTURAL EQUITY GRANTS  
JAZZ SYMPHONY CONCERTS  
PUBLIC ART

STREET ARTISTS LICENSES  
SUITE 70  
415.252.2581

ART COMMISSION GALLERY  
401 VAN NESS AVENUE  
415.554.6080

6/10/97

6-10-97



CITY AND COUNTY OF  
SAN FRANCISCO



JULY 1997







# SAN FRANCISCO ART COMMISSION

## CIVIC DESIGN REVIEW COMMITTEE REGULAR MONTHLY MEETING, July 21, 1997

3:00 p.m.

25 VAN NESS AVENUE

COMMISSION MEETING ROOM SUITE 70

SAN FRANCISCO, CA 94102

### PROGRAMS

CIVIC ART COLLECTION  
CIVIC DESIGN REVIEW  
COMMUNITY ARTS  
& EDUCATION  
CULTURAL EQUITY GRANTS  
POPS SYMPHONY CONCERTS  
PUBLIC ART

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### A G E N D A

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Roll Call: Commissioners Freebairn-Smith, Gatti, Meyer, Rogers

- I. SAN FRANCISCO INTERNATIONAL AIRPORT/ AIRPORT RAIL  
TRANSIT REMOTE CORRIDOR STATIONS/ CONTRACT 5709  
Phase 1, 2  
Willy Tsai, Project Manager, SFIA  
Kenji Murokami, Murokami Associates Architecture & Planning
- II. SUNNYDALE PUMP STATION ART ENRICHMENT  
RAILING DESIGN  
Phase 1, 2, 3  
Jill Manton, Art Commission
- III. SAN FRANCISCO INTERNATIONAL AIRPORT/ EMPLOYEE  
PARKING FACILITY #3 – PLOT 7/CONTRACT 5602.A  
Phase 3  
Koorosh Hairiri, Project Manager, SFIA  
Kiyoshi Matsuo, Kwan Henmi Associates



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- IV. ECKER STREET RENOVATION – GATEWAY DESIGN  
Phase 1, 2, 3  
Martha Ketterer  
Landscape Architecture, DPW
- V. COMMISSIONER AND STAFF REPORTS
- VI. ADJOURNMENT

7/14/97





SAN FRANCISCO ART COMMISSION

**CIVIC DESIGN REVIEW COMMITTEE  
REGULAR MONTHLY MEETING  
MONDAY, JULY 21, 1997, 3 P.M.  
25 VAN NESS AVENUE, SUITE 70  
SAN FRANCISCO, CA 94102**

PROGRAMS

CIVIC ART COLLECTION  
CIVIC DESIGN REVIEW  
COMMUNITY ARTS  
& EDUCATION  
CULTURAL EQUITY GRANTS  
POPS SYMPHONY CONCERTS  
PUBLIC ART

Commissioners present: Emery Rogers, Rod Freebairn-Smith, Stanlee Gatti, William Meyer

Staff present: Richard Newirth, Michele Liapes

The meeting was called to order at 3:10 p.m.

STREET ARTISTS LICENSES  
SUITE 70  
415.252.2581

ART COMMISSION GALLERY  
401 VAN NESS AVENUE  
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I. SAN FRANCISCO INTERNATIONAL AIRPORT/ AIRPORT RAIL  
TRANSIT REMOTE CORRIDOR STATIONS/CONTRACT 5709  
Phase 1, 2

The project team of Willy Tsai, SFIA, Kenji Murokami and Ed Tanaka, Murokami Associates, presented changes for Phase 1, in response to previous Commissioner recommendations, and Phase 2. For Phase 1, they described plans for landscaping, which consisted of a groundcover of native plantings between the road and the plaza. Mr. Tsai also said that plans were underway for an overall landscaping project. RFQs have been sent out. The team presented plans for the stations, which will have an open structure with sliding doors on both sides of the station and wind screens. The designers have created another small roof, so that there is a transition from the escalator canopy to the upper roof. The roof canopy will consist of a post and beam system with cross tension wires. For the escalator canopy, there will be a glass skylight with glazing on the sides for protection from the weather.

Commissioner Freebairn-Smtih expressed his concern for the transit system riders. He suggested that the system would not bring employees close enough to their destinations.

Commissioner Meyer liked the improvements. He expressed his concern about the heaviness of the structure enclosing the escalators, specifically the cross bracing of heavy steel. He suggested something like cable instead for that cross bracing.



The team responded that the dimensions of the materials had been dictated by the structural engineer. They agreed to ask the structural engineer to review that choice of material in favor of a lighter structure with a more subtle design.

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Commissioner Rogers asked the team to reconsider the area at which the truss meets the grade at the bottom. He said he would like to see a diminishing escalator enclosure. Commissioner Gatti suggested that the team design the escalator enclosure to emulate the rooftop design instead of providing something totally different.

The Committee members agreed that they wished to review Phase 1 again, focusing on only the escalator enclosure.

The project team presented Phase 2. Materials will consist of steel, infill elements of silver color, perforated metal, zincalume for the roof, split-faced concrete block for the mechanical building, and glazed banding of white concrete block. For the metal elements, colors will be metallic behind the corrugated metal. The lights at the tops of the shafts will emphasize the color through the perforation. The color schemes for each station will be harmonious. One will consist of greens, browns and maroon; the other of blues and grays. These will be accent colors, used for painting the steel. Colors for the concrete will be green and black stains.

Commissioners Gatti and Rogers liked the color scheme except for the mauve.

Commissioner Meyer said that he would like to see what colors MBT was using for the neighboring rental auto center (RAC) building, so that the two color schemes could be compared.

In summary, the Committee members commended the project team for an excellent presentation but asked them to return for Phase 1, focusing on the escalator enclosure, and Phase 2., with a color scheme revised to eliminate the mauve. The team was also asked to bring the colors that are being used by MBT for the neighboring RAC building. The team will return as soon as possible with a revised presentation for Phase 1 and 2.

## II. SUNNYDALE PUMP STATION, Phase 1, 2, 3

Jill Manton and Jeff Brown presented plans for railings to meet either ADA or safety requirements. They described four elements for this portion of the project. The first would be a swing gate at the curb cut, similar to the one that is present in the state park. The second would be a pipe curb running the entire length of the project. It would be a galvanized unpainted steel pipe, 2-1/2 inches in diameter and low to the ground. The third would be a hand rail of 1-1/2-inch galvanized steel along a black retaining wall where the sidewalk elevation has a cross slope. The fourth would be 100 feet of guard rail, consisting of two-inch galvanized pipe, adjacent to the coiled tail overlook and a slope in the paving elevation that inclines toward the bay.



In response to a question from Commissioner Meyer, the presenters explained that the artist had declined the opportunity to design a railing because she did not want this to be construed as part of her artwork. Instead, she selected a railing from a number of options presented to her as possibilities from DPW. In response to a second question from Commissioner Meyer regarding a child-safety requirement for four-inch on-center railings, Ms. Manton said that she had been informed that the railing was not required by code but was intended as a safety measure.

Commissioner Gatti expressed objections to the design of the guard rail, the rail on top of the wall, and the swing gate.

The presenters answered that the hand rail was in response to an ADA requirement. They said that a possible alternative to the swing gate would be removable bollards.

Commissioner Rogers suggested that the guard rail should be as minimal as possible. He suggested a continuous design instead of sectioning.

Commissioner Freebairn-Smith agreed that bollards would be preferable to a swing gate. He voiced his interest in seeing integration of code with good design.

Commissioner Meyer said that he preferred the railing in the photograph showing an existing rail at a more southern location within the Sunnydale Pump Station rather than the one selected by the artist.

Ms. Manton said that she would meet with the head of the Clean Water Division, the ADA representative and the City Attorney on these issues. She and Mr. Brown will then return to the Civic Design Committee for a second review of the project.

### III. SAN FRANCISCO INTERNATIONAL AIRPORT/EMPLOYEE PARKING FACILITY #3—PLOT 7/CONTRACT 5602 A , Phase 3

Thomas Soo Hoo, Walker Parking Consultants/Engineers, Inc., and Kioshi Matsuo, Kwan Henmi Associates, presented phase 3. They explained that there were no changes from the phase 2 presentation at the April 21 meeting. They pointed out the drawings of the landscaping and the integration of the bus stop with the landscaping.

Commissioner Freebairn-Smith reiterated his concern for a coordination of signage and graphics throughout the airport.

Motion to approve San Francisco International Airport/Employee Parking Facility #3—Plot 7/Contract 5602A, Phase 3.

Moved: Meyer

Vote: Unanimous



IV. ECKER STREET RENOVATION—GATEWAY, Phase 1, 2, 3

Martha Ketterer, DPW, presented phase 1, 2 and 3 for the gateway design for the Ecker Street alley, located between Market and Mission. Plans also call for extending the brickwork and providing benches. The gateway will be of black tubular steel, fixed in a partly open position to allow pedestrian, but not vehicular, traffic.

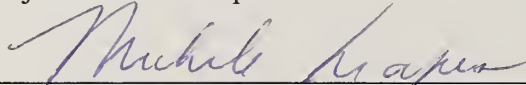
Motion to approve Ecker Street Renovation—Gateway Design, Phase 1, 2, 3

Moved: Gatti

Vote: Unanimous

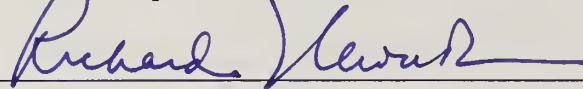
The meeting adjourned at 5:15 p.m.

Submitted



Michele Liapes, Public Information Officer

Approved



Richard Newirth, Director





AUGUST 1997





# SAN FRANCISCO ART COMMISSION

## CIVIC DESIGN REVIEW COMMITTEE REGULAR MONTHLY MEETING, AUGUST 18, 1997

3:00 p.m.

25 VAN NESS AVENUE  
COMMISSION MEETING ROOM SUITE 70  
SAN FRANCISCO, CA 94102

### A G E N D A

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Roll Call: Commissioners Freebairn-Smith, Gatti, Meyer, Rogers

- I. SAN FRANCISCO INTERNATIONAL AIRPORT/ RENTAL CAR FACILITY/ CONTRACT 5650.B  
Phase 3  
Dan Ng, Project Manager, SFIA  
Anthony Skalko, ED2/MBT
- II. SAN FRANCISCO INTERNATIONAL AIRPORT /AIRPORT RAIL TRANSIT REMOTE CORRIDOR STATIONS/ CONTRACT 5709  
Phase 1 & 2  
Willy Tsai, Project Manager, SFIA  
Kenji Murokami, Murokami Associates Architecture & Planning
- III. SAN FRANCISCO INTERNATIONAL AIRPORT/ UNITED AIRLINE MK STORES ADDITION TO AIR CARGO ADMINISTRATION BUILDING  
Phase 1  
Alton Arby, Dan Gates, Miller Cook Architects
- IV. SAN FRANCISCO INTERNATIONAL AIRPORT/ CONCOURSE H/ AIRPORT BART STATION/ CONTRACT 5670  
Ivar Satero, Project Manager, SFIA  
Discussion of changes and possible action.



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V. COMMISSIONER AND STAFF REPORTS

8-11-97







# SAN FRANCISCO ART COMMISSION

## PROGRAMS

CIVIC ART COLLECTION  
CIVIC DESIGN REVIEW  
COMMUNITY ARTS  
& EDUCATION  
CULTURAL EQUITY GRANTS  
POPS SYMPHONY CONCERTS  
PUBLIC ART

STREET ARTISTS LICENSES  
SUITE 70  
415.252.2581

ART COMMISSION GALLERY  
401 VAN NESS AVENUE  
415.554.6080

## **CIVIC DESIGN REVIEW COMMITTEE REGULAR MONTHLY MEETING MONDAY, AUGUST 18, 1997, 3 P.M. 25 VAN NESS AVENUE, SUITE 70 SAN FRANCISCO, CA 94102**

Commissioners present: Emery Rogers, Rod Freebairn-Smith, Stanlee Gatti,  
William Meyer

Commissioner Gatti arrived at 4 p.m.

Staff present: Nancy Gonchar, Richard Newirth, Michele Liapes

The meeting was called to order at 3:15 p.m.

### **1. SAN FRANCISCO INTERNATIONAL AIRPORT/RENTAL CAR FACILITY/CONTRACT 5650b, Phase 3**

Presenters Anthony Skalko, ED2/MBT, and Peter Wong, BOA, explained that the design for the 5-story building had previously been approved by the Committee and that they were here today to present the Quick Turn Around (QTA) portion only. The 90,000-square-foot structure will consist of a large metal canopy. The surrounding siding will be metal. The green color palate will conform to the main building. The QTA area will be screened by a 7-foot-high concrete block wall. There will also be a chain link fence.

Commissioner Freebairn-Smith expressed his hope that SFIA was pursuing the development of guidelines for the beautification of public access corridors. He reiterated his concern that allowances be made for consistent, elegant treatment of landscape design.

The Commissioners approved the project. They encouraged the presenters to consider green for the chain link fence.

### **Motion to approve San Francisco International Airport/Rental Car Facility/Contract 5650B, Phase 3.**

Moved: Meyer  
Vote: Unanimous



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**2. SAN FRANCISCO INTERNATIONAL AIRPORT/AIRPORT RAIL  
TRANSIT REMOTE CORRIDOR STATIONS/CONTRACT 5709,  
Phase 1, 2**

Kenji Murokami, Murokami Associates Architecture & Planning, and Willy Tsai, SFIA, presented the project and addressed the issues raised by Committee members at the previous presentation. For the first station, the RAC station, the green color scheme matches that of the existing building. Much of the steel has been trimmed to lighten the structure. The escalator and casing are now a single unit. Similar cables will be used for the top of the roof.

The Commissioners compared and accepted the greens to be used with this project with those to be used for the nearby rental car facility presented in Item One.

For the second station to the south, a blue scheme will be used. The cross cables will be black.

The Commissioners commended the team for their design solutions. Commissioner Meyer said that the design combined elegance and construction technology.

**Motion to approve SFIA/Airport Rail Transit remote corridor stations/contract 5709, Phase 1 & 2.**

Moved: Freebairn-Smith

Vote: Unanimous

**3. SFIA/UNITED AIRLINE MK STORES ADDITION TO AIR CARGO  
ADMINISTRATION BUILDING, Phase 1**

Art DeRosia and Robert Hayden, Miller Cook Architects, presented the 14,000-square-foot addition to the 130,000-square-foot existing building. The team has employed the lines, sidings and colors of the existing building for the addition.

The Commissioners suggested that the team return for Phase 2 and 3 together. They emphasized that they would want to see plans for landscaping at that time.

**Motion to approve SFIA/United Airline MK Stores addition to Air Cargo  
administration building, Phase 1.**

Moved: Gatti

Vote: Unanimous



#### **4. SFIA/CONCOURSE H/AIRPORT BART STATION/CONTRACT 5670**

Ivar Satero and Paul Wolford, SFIA, presented value engineering changes to the previously approved project. They explained that removal of the west bay from the north wall is anticipated. They said that the barrel-vaulted skylight had also been tagged for removal, but that the elimination of natural light and the long-term cost of lighting the space would exceed the savings in eliminating the skylight entirely. The team described a possibility being considered for keeping the formerly continuous skylight over selected bays. This would be a segmented skylight, which would constitute 70% of the originally planned continuous skylight.

The team said that the Ned Kahn work will be attached to a wall in the structure's easterly bay. Jill Manton presented samples of the work. The piece will consist of metal disks, which will constantly change visually in response to air and light.

Commissioner Gatti expressed his support on aesthetic grounds for a continuous, narrow linear skylight. The project team and committee members discussed the fact that constructing the segmented 70% skylight instead of the continuous linear skylight represented a nominal saving of approximately \$50,000.

Commissioner Rogers summarized the committee response to the value engineering changes. He said that the Committee could accept the plan to remove the west bay from the north wall. He expressed the Committee's strong preference to retain the originally approved continuous linear skylight.

Mr. Wolford said that the team could commit to accepting the original continuous skylight as an additive alternate.

**Motion to reaffirm the initial approval of the design of the SFIA/Concourse H/Airport Bart Station/Contract 5670, with the requirement that the construction bid including the full barrel-vaulted skylight be accepted by the Airport and built as originally designed.**

Moved: Freebairn-Smith

Vote: Unanimous





## 5. STAFF REPORTS

### Civic Center Plaza

Nancy Gonchar announced that Jorge Alfaro and John Thomas, DPW, would give a presentation on plans for Civic Center Plaza at the September 15 meeting. There is a possibility that the Art Commission gallery will be included in the Civic Center Plaza bond measure.

Staff and Commissioners discussed the issue of coordinated planning for the Plaza. On the commissioning of artists for the project, Ms. Manton said that RFQs would not be released until DPW was ready. Mr. Newirth said that the ideal scenario would be for selected artists to work closely with the project team to determine the nature and scope of the art component.

### San Bruno County Jail Project.

Ms. Gonchar announced that Lt. Michael Lavigne, Sheriff's Office, would give a presentation on the San Bruno County Jail project on September 15. The plan is for a privately funded project on public land.

There being no further business, the Meeting adjourned at 5:30 p.m.

Submitted

  
Michele Liapes, Public Information Officer

Approved

  
Richard Newirth, Director



SEPTEMBER 1997





# SAN FRANCISCO ART COMMISSION

## CIVIC DESIGN REVIEW COMMITTEE

REGULAR MONTHLY MEETING, SEPTEMBER 15, 1997

3:00 p.m.

25 VAN NESS AVENUE

COMMISSION MEETING ROOM SUITE 70

SAN FRANCISCO, CA 94102

### A G E N D A

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Roll Call: Commissioners Freebairn-Smith, Gatti, Meyer, Rogers

- I. CIVIC CENTER PLAZA HISTORIC DISTRICT IMPROVEMENT PROJECT  
Informational Presentation  
Jorge Alfaro, DPW  
John Thomas, DPW Landscape Architecture  
Joanne Wilson, Department of Recreation & Park
- II. JUANA BRIONES LANDMARK PLAQUE & MONUMENT PROJECT  
Phase 1, 2, 3  
Anne Marie Cervantes, Cervantes Design  
Marianne Babal, Briones Marker Committee
- III. NORTH BEACH GARAGE PROJECT  
Phase 1  
Ronald Szeto, DPT
- IV. SAN FRANCISCO INTERNATIONAL AIRPORT/ UNITED AIRLINE MK STORES ADDITION TO AIR CARGO ADMINISTRATION BUILDING  
Phase 2, 3  
Art DeRosia, Miller Cook Architects



CITY AND COUNTY OF  
SAN FRANCISCO





V. COMMISSIONER AND STAFF REPORTS

9-9-97





# SAN FRANCISCO ART COMMISSION

## PROGRAMS

CIVIC ART COLLECTION  
CIVIC DESIGN REVIEW  
COMMUNITY ARTS  
& EDUCATION  
CULTURAL EQUITY GRANTS  
POPS SYMPHONY CONCERTS  
PUBLIC ART

## **CIVIC DESIGN REVIEW COMMITTEE REGULAR MONTHLY MEETING MONDAY, SEPTEMBER 15, 1997, 3 P.M. 25 VAN NESS AVENUE, SUITE 70 SAN FRANCISCO, CA 94102**

STREET ARTISTS LICENSES  
SUITE 70  
415.252.2581

Commissioners present: Emery Rogers, Rod Freebairn-Smith, Stanlee Gatti,  
William Meyer

ART COMMISSION GALLERY  
401 VAN NESS AVENUE  
415.554.6080

Staff present: Nancy Gonchar, Richard Newirth, Jill Manton, Tonia Macneil,  
Michele Liapes

The meeting was called to order at 3:15 p.m.

### I. Civic Center Plaza Historic District Improvement Project

In preliminary remarks, Gerald Green, Planning Director, emphasized the team approach, on the part of all city departments, to new civic construction projects. He said this would facilitate completion of the project and yield better results. He explained that the Civic Center team was also developing an outreach program.

Jorge Alfaro, DPW Chief of Staff, focused on three main elements of the project: the streetscape, the Fulton Street Mall and the Civic Center Plaza. He delivered a historic slide presentation, beginning with visuals of the early 20<sup>th</sup> century plaza, conceived as four quadrants of greenery with a central east-west promenade and circular fountains at either end. He said the objectives of the current project team were to restore the original symmetrical beaux arts concept, to strengthen the relationship between Market Street and the plaza via Fulton Street as a pedestrian thoroughfare, to strengthen the relationship of the plaza to the surrounding buildings, and to restore the plaza as a public space.

Specific points included the following: The building access to the garage should respond to the surrounding beaux arts architecture. The present trees block views of City Hall and other architecture. The issue of access to the lawn areas needs to be addressed. Stairway entrances and exits need to be treated consistently. The relationship of the playground to the plaza needs strengthening. On the Fulton Street Mall, the team intends to work with the New Main Library and the Asian Art Museum to coordinate the treatment of the pedestrian mall. An extensive public process with community workshops and meetings with merchant groups is planned.



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John Thomas, DPW Landscape Architecture, presented landscaping for the three elements. The streetscape will be developed to reflect the quality of the historic district. Street corridors will be emphasized by street repaving, street furnishings, lighting and trees. Mr. Thomas reiterated plans to work with the Asian Art Museum architects as well as the New Main Library in the development of the Fulton Street Mall. For the five-acre plaza, the circular fountains and the four quadrants are being reincorporated.

Joanne Wilson, Recreation and Park, described the objective of converting the plaza into a large gathering place for festivals, rallies, or conferences as well routine day-to-day activities. She said the children's play area was a strong programmatic element. She raised the possibility of concessions.

In response to questions from Commissioner Freebairn-Smith about the time frame and participation of consultants, Mr. Alfaro said that three city departments—Planning, DPW, and Recreation and Park—are charged with carrying the project forward in conjunction with the Mayor's Office. Mr. Alfaro said that the Art Commission and DPT were also included. On time frame, he said the bond issue will be on the June 1998 ballot. The schedule calls for construction to begin after the year 2000. He also mentioned the need to create a long-term management agency.

In response to a question from Commissioner Meyer about lighting, he said that one suggestion was to enhance the architecture from the balconies and buildings themselves.

Commissioner Meyer suggested that the team consider sources of lighting that would beam across the streets from the plaza to light the facades of the building.

Mr. Alfaro and Mr. Thomas agreed to consider the suggestion.

## II. Juana Briones Landmark Plaque & Monument Project Phase 1,2,3

Deborah Learner, Recreation and Park, Marianne Babel, Women's History Project, and Anne Marie Cervantes, Cervantes Design, presented plans for a monument honoring Juana Briones. A plaque, 2' 10" by 2' 8", would be mounted on the back of a white concrete bench. The 54-inch-high bench would have a bow string back.

In response to a concern voiced by Commissioner Meyer about the durability of the white concrete, Ms. Cervantes said that she would look for a protective coating to apply that would keep it from becoming gray or blotched. Commissioner Rogers suggested that the design team consider planting behind the structure.





**Motion to approve Juana Briones Landmark Plaque & Monument Project,  
Phase 1, 2, 3.**

Moved: Gatti

Vote: Unanimous

**III. North Beach Garage Project  
Phase 1**

Phil Sowers, BOA, presented phase 1 for the 220-space garage planned for Vallejo Street between Powell and Stockton. The 132-foot-long structure would be divided into three zones to break the mass so that the facade blends with the surrounding structures. The zones would be the car entrance zone, the pedestrian entrance zone with glass-fronted elevators and the parking garage. The garage would receive more dense treatment with a rhythm of openings for the first two levels. The garage would be opened up more at the top level for light and ventilation. Suggested materials would be stucco or concrete and brick. Metal tubings might be employed to break down the openings. The hat feature for the tower, if used, would be of translucent material, functioning as a small beacon. Mr. Sowers said that there had been no negative feedback to the design when it was presented to community groups. For the public art project, Su Chen Hung, who was hired for the project in 1991, proposes a parking thermometer at the entrance that would indicate in red and green the availability of space in the garage. Red would increase with occupancy, and the green would indicate degree of vacancy.

Commissioner Meyer inquired about the possibility of equipping the display windows with rotating art pieces or announcements that pedestrians could relate to. Mr. Sowers answered that the openings were necessary for ventilation but that he would investigate the possibility of using a small percentage of them for that purpose.

Commissioner Meyer also suggested the development of a fenestration pattern on the elevator panel itself.

Commissioner Gatti said that the team had presented a good basic concept .

Commissioner Freebairn-Smith expressed concerns about the project's digression from the urban design element of the general plan. Specifically, he cited the elimination of retail frontage and the potential for a dead block as a result, and the potential for traffic congestion in both lanes of Vallejo Street, given the design decision for queuing on the street.

Commissioner Rogers requested more architectural rigor for the facade. He suggested that the composition should be less dissimilar, and that the elevator tower





did not relate to the rest of the façade. He suggested the arched doorways were incongruous. Commissioner Meyer agreed that an element consisting of two arches was always problematic, and that either one arch or three arches would be more workable.

The Committee decided to disapprove Phase 1, with Commissioner Gatti dissenting. The Committee asked Mr. Sowers to return for phase 1, 2. They requested a redesign with attention to a different treatment of the arches, a different articulation of the elevator towers, and a plan to address the pedestrian experience on the north side.

**Motion to disapprove North Beach garage project, phase 1.**

Moved: Meyer  
For: Freebairn-Smith, Meyer, Rogers  
Against: Gatti

**IV. San Francisco International Airport/United Airline MK Stores Addition to Air Cargo Administration Building  
Phase 2, 3**

Art De Rosia, Miller Cook Architects, and Mark Brown, United Airlines, addressed the two previously expressed Committee concerns regarding the 14,000-square-foot addition to the existing building. The garbage compactor is now enclosed. The landscaping will be done in conjunction with the overall airport landscaping plan. The project team reaffirmed that the materials and colors will match the existing building.

**Motion to approve San Francisco International Airport/United Airline MK Stores Addition to Air Cargo Administration Building, Phase 2, 3**

Moved: Meyer  
Vote: Unanimous

The Meeting adjourned at 5:15 p.m.

Submitted Michele Liapes  
Michele Liapes, Public Information Officer

Approved Richard Newirth  
Richard Newirth, Director



OCTOBER 1997





# SAN FRANCISCO ART COMMISSION

## CIVIC DESIGN REVIEW COMMITTEE

REGULAR MONTHLY MEETING, OCTOBER 20, 1997

3:00 p.m.

25 VAN NESS AVENUE

COMMISSION MEETING ROOM SUITE 70

SAN FRANCISCO, CA 94102

### PROGRAMS

CIVIC ART COLLECTION  
CIVIC DESIGN REVIEW  
COMMUNITY ARTS  
& EDUCATION  
CULTURAL EQUITY GRANTS  
POPS SYMPHONY CONCERTS  
PUBLIC ART

STREET ARTISTS LICENSES  
SUITE 70  
415.252.2581

ART COMMISSION GALLERY  
401 VAN NESS AVENUE  
415.554.6080

### A G E N D A

**NOTICE:** With respect to agenda items, member of the public may address the Committee when the item is reached in the meeting after the presentation by the item representative. Speaker cards are available at all meetings. For information related to any of the following matters, please call Nancy Gonchar, Assistant Director, San Francisco Art Commission (415) 252-2584.

THE FOLLOWING ITEMS ARE SUBJECT TO DISCUSSION AND POSSIBLE ACTION WHICH MAY INCLUDE: MOTIONS OF RECOMMENDATION TO APPROVE PHASE(S) UNDER REVIEW OR A COMBINATION OF PHASE(S), RECOMMENDATION TO APPROVE WITH CONTINGENCIES, RECOMMENDATION TO DISAPPROVE, RECOMMENDATION TO DEFER APPROVAL. (PHASE I DESIGN CONCEPT; PHASE II DESIGN DEVELOPMENT WITH COLORS AND MATERIALS; PHASE III FINAL APPROVAL)

Roll Call: Commissioners Freebairn-Smith, Gatti, Meyer, Rogers

- I. GOLDEN GATE PARK, RESERVOIR AND PUMP STATION  
Phase 1 & 2  
Gary Hoy, DPW/BOA
- II. ST. MARY'S SQUARE GARAGE EARTHQUAKE REPAIR  
Phase 3  
Roger Wong, DPW/BOA  
Andre Salvador, DPW/BOA
- III. NORTH BEACH GARAGE  
Phase 1 & 2  
Don Alameda, DPW/BOA  
Patrick Rivera, DPW/BOE
- IV. RAILING AT MUNI CASTRO STATION  
Phase 1, 2, 3  
Ray Favetti, MUNI
- V. HALL OF JUSTICE HVAC RETROFIT  
Phase 1  
Victor Talaala, DPW/BOA  
Vlaentin Gheorghita, DPW/BOE



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VI. SFFD STATION NO. 32 RENOVATION  
Phase 2  
Peter K. Wong, DPW/BOA  
John Zoranovich, DPW/BOA

VII. Staff Report.





**San Francisco Art Commission  
Civic Design Committee Meeting  
October 20, 1997, Monday, 4 p.m.  
25 Van Ness Avenue, Suite 70**

PROGRAMS

CIVIC ART COLLECTION  
CIVIC DESIGN REVIEW  
COMMUNITY ARTS  
& EDUCATION  
CULTURAL EQUITY GRANTS  
POPS SYMPHONY CONCERTS  
PUBLIC ART

Commissioner Present: Emery Rogers, Rod Freebairn-Smith, William Meyer  
Staff Present: Nancy Gonchar, Rich Newirth, Michele Liapes

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**I. Golden Gate Park, Reservoir and Pump Station  
Phase 1 & 2**

Gary Hoy, DPW/BOA, presented phase 1 & 2 for an infrastructure improvement project, located in an existing screened-in maintenance area in the center of the park. There will be a reservoir below grade with parking on top. The above-grade pump house will be rectangular. The material will be cast in place concrete in neutral and light green tones. The door will be red. The exposed piping will be blue. An amount of \$4300 has been allocated for art enrichment. Discussions are under way to determine where the funds should be applied.

In response to a question from Commissioner Rogers about plantings, Deborah Learner, Recreation and Park Department, said that plantings around the fence perimeter would be possible. In regard to the possibility of plantings over the building, Mr. Hoy said that there would be no place for the roots to grow.

**Motion to approve Golden Gate Park Reservoir and Pump Station,  
Phase 1 & 2**

Moved: Freebairn-Smith  
Vote: Unanimous

**II. St. Mary's Square Garage Earthquake Repair  
Phase 3**

Roger Wong and Andre Salvador, DPW/BOA, presented adjustments to previously approved Phase III of the project. The adjustment was the addition of a new concrete slab to the roof, making the structure four feet higher than the existing structure.

The Committee members expressed concern about the visual appearance of this addition to a principle façade on a major structure downtown. They suggested that the surfaces for the new and the old portions should be distinguished in color and texture in order to avoid a serious patch problem. They agreed that they had an obligation to review the drawings to see how the relationship between the new and the old surfaces had been resolved for this visually significant structure. In view of the Recreation and Park plan to put the project out for bid in November, the Committee members agreed to approve Phase III provided that they had an



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opportunity to see the revised drawings, showing how the relationship between the new and old surfaces had been resolved, on Monday, November 3, at a few minutes before 3 p.m., when the full Commission Meeting was scheduled to begin. If the Committee members were not satisfied with the drawings, they would pull the motion to approve phase III from the consent calendar and refer it to Committee Reports for further discussion.

In a related presentation, John Thomas presented the site plan in response to the change in elevation for the rooftop park, which will no longer be one continuous level. There will be a set of stairs from the elevator, a ramp along the edge of the planting area that inclines toward Chinatown, and a curvilinear ramp subdividing the play area.

**Motion to approve St. Mary's Square Garage earthquake repair, Phase 3.**

Moved: Meyer

Vote: Unanimous

**III. North Beach Garage, Phase 1 & 2**

Don Alameda, DPW/BOA, presented changes to the design for the North Beach garage, located on Vallejo between Powell and Stockton. He said that previously expressed committee concerns included the need to break up the mass, the fenestration on the elevator tower, and the double arch feature of the entries. The changes he presented were the following. The cap has been eliminated. There will be a street level display area for use by the community. There will be more detail on the elevator, which has been moved slightly back. The two entrances are now squared with one simple bowed arch above both of them. There will be an opportunity for planting on the setback area.

Commissioner Rogers said that the project had been improved. He thanked Commissioners Freebairn-Smith and Meyer for their time spent on the project.

Commissioner Freebairn-Smith said that if six parking places were relinquished, there would be room for a shallow retail façade in the front of the building. He described the strong community interest in and use of small retail spaces.

Commissioner Freebairn-Smith also expressed the desire of many members of the North Beach community to preserve the colorful existing garage. John Barber, DPT, said that the 75-year-old building was seismically unsafe and did not meet ADA standards.

Reporting on a community meeting that he had recently attended, Commissioner Meyer described community interest in street trees and retail space on the street





level. He asked if the existing garage building had a landmark status. He was told it did not. He asked if it had an architectural rating. No answer was given.

The committee members expressed their preference for study 2. Since the presenters did not have colors and materials ready for presentation, the Committee took a vote on the approval of phase 1 only. Commissioner Freebairn-Smith said that he would not vote for the motion because of the absence of retail space.

**Motion to approve North Beach garage, Phase 1**

Moved: Meyer  
For: Meyer, Rogers  
Against: Freebairn-Smith

**IV. Railing at Muni Castro Station, Phase 1, 2, 3**

John Rothman, MUNI, presented plans to install fencing at the Harvey Milk Muni Station at Castro. The lower railing would be naturally finished redwood. The upper railing would be steel painted green. The fencing is a temporary project until the Harvey Milk memorial is under way.

**Motion to approve railing at Muni Castro Station, Phase 1, 2, 3**

Moved: Freebairn-Smith  
Vote: Unanimous

**V. SFFD Station No. 32 Renovation, Phase 2**

Peter Wong and John Zoranovich, DPW/BOA, presented phase 2 for SFFD Fire Station No. 32 in Bernal Heights adjacent to Holly Park Circle. They explained that renovations are being made for disabled access, asbestos abatement, mechanical and electrical systems and facilities for female fire fighters. They described the need to expand the second floor to the property line. In response to community concerns, they have made the following changes. They propose to step the second story back. They have done additional work on the decoration. The windows have been reworked so they join in the corner. They propose changing the color of the building to a warmer beige or ochre stucco and a deeper color for the fascia trim. They propose telescoping the truck door, and installing pendant-style light fixtures overhead.

In public testimony, Johanna Coble said the design had no integrity and did not fit in with the neighborhood. She said that the addition was a stucco box being added to an existing stucco box. She asked the Committee to direct the architects to make further studies on the design. She also objected to the chain-link fence.





Richard Faust said that what little had been done to the building only made it worse. He described the project as a concrete box and asked that it be made to blend with the neighborhood.

Robin Gustafson objected to the barrack structure of the building. She wanted to see more character added to the roof line. She also requested proper visual identification of the building as a fire station.

Terry Milne asked that the design be made more compatible with the neighborhood. He described the articulated facades of the existing Edwardian and Victorian buildings in the neighborhood.

Joe McGuire said that people in the neighborhood wanted to see the square box shape broken up so that it fit in more closely with neighboring structures. He asked for further study of the project.

Commissioner Meyer said that it was possible to respond to the concerns of the community while still retaining an international style building. He expressed his support for another study of the facade to provide more articulation.

Commissioner Freebairn-Smith encouraged the architects to identify elements in the design that would satisfy community requests.

Mr. Zoranovich said that it was possible to add bumps to the facade but that the project was already butting against other property lines.

Commissioner Rogers asked the members of the community to respect the needs of the female firefighters for whom the main structural renovation was being made. He asked BOA and the neighborhood to get together to work out differences.

Commissioner Meyer said that he would move to deny phase 2, asking for a restudy of the design with respect to community concerns. He said that the goal was not to deviate from the international building, but that there were ways to make the size more compatible. He expressed his approval for a basic telescoping door. He also said that he liked the red that had been selected for other fire station doors.

### **Motion to disapprove SFFD Station No 32 renovation, Phase 2**

Moved: Meyer

Vote: Unanimous

### **VI. Hall of Justice HVAC Retrofit, Phase 1**

Victor Talaala, BOA, Maurice Chee, BOE, and Jim Sundfors, Hall of Justice Maintenance Supervisor, presented phase 1 for HVAC retrofit to provide better air quality. The project would consist of HVAC duct work covered by aluminum



screens. It would project from the building. There would be two locations. An airshaft would be installed at two locations, at 7<sup>th</sup> Street and on the corner in the alley behind the new Sheriff's facility.

Commissioner Meyer asked the architects to consider designing the ducts to be tapered so that air would immediately fan out. Alternatively, he suggested that the design be changed to eliminate the barrier in the middle.

Commissioner Freebairn-Smith urged the use of quality metalwork so that there would be high levels of finish.

The Committee members emphasized the need on the part of the design team to study the exhaust issue and take care that the visual appearance would not be damaged by the exhaust function.

**Motion to approve Hall of Justice HVAC Retrofit, Phase 1**

Moved: Freebairn-Smith

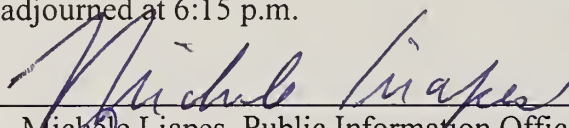
Vote: Unanimous

**Staff Reports**

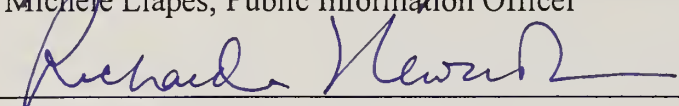
Staff and Commissioners discussed policy on review of Phase 1, 2, and 3 combined. The Committee members discussed whether, for simpler projects, it was preferable to combine phases 1 and 2, or 2 and 3. Deciding that there was flexibility on this point, the Committee concluded that a consistent policy of at least two steps would be established.

The Meeting adjourned at 6:15 p.m.

Submitted

  
Michele Liapes, Public Information Officer

Approved

  
Richard Newirth, Director



NOVEMBER 1997







# SAN FRANCISCO ART COMMISSION

## PROGRAMS

CIVIC ART COLLECTION  
CIVIC DESIGN REVIEW  
COMMUNITY ARTS  
& EDUCATION  
CULTURAL EQUITY GRANTS  
POPS SYMPHONY CONCERTS  
PUBLIC ART

## MINUTES SPECIAL JOINT SESSION OF CIVIC DESIGN COMMITTEE

and

## VISUAL ARTS COMMITTEE

Thursday, November 20, 1997

3:00 p.m.

25 Van Ness Avenue, Suite 70

STREET ARTISTS LICENSES  
SUITE 70  
415.252.2581

### Commissioners Present

Emery Rogers, Chair  
Rod Freebairn-Smith  
Stanlee Gatti (arrived 3:45 p.m.)  
William Meyer  
Dugald Stermer

ART COMMISSION GALLERY  
401 VAN NESS AVENUE  
415.554.6080

### Staff Present

Richard Newirth, Director  
Nancy Gonchar, Asst. Dir.  
Jill Manton  
Tonia Macneil  
Esther Reyes

The meeting was called to order at 3:15 p.m.

## I. SPECIAL PRESENTATION

### Moscone Center Expansion Project, Phase I

Presentation of schematic design by:

*Jack Moerschbaecher, Convention Facilities*

*Ray Fong, Convention Facilities*

*Kevin Hart, Gensler/Michael Willis/Kwan Henmi Joint Venture Architects*

*Elizabeth Diller, Diller & Scofidio*

Art Commission Assistant Director Nancy Gonchar and Jill Manton, the Public Art Program Director, welcomed the meeting attendees and made introductory remarks, stating that the positive relationship between the architectural team and the artist will reflect the integral nature of the art and architecture. Ms. Manton stated that a fully developed public art concept would not be presented today, but that the artists' conceptual approaches would be demonstrated. She requested committee responses and suggestions.

Jack Moerschbaecher, the Moscone Convention Expansion Project Manager, said he was pleased to represent the end-users of the convention facility. He underscored the importance of a collaborative process for developing an integral design that will maximize the opportunities for creating a functional design that will make a grand, civic statement for the City of San Francisco.

The Project Manager of Construction for Moscone, Ray Fong, said he was representing the Director of Public Works, Mark Primeau, who expressed his enthusiasm for the project and the collaborative process. Mr. Fong stated that the site originally identified for the new building had been much smaller. At the Mayor's urging, further studies were conducted, and the current, larger site was identified.

Kevin Hart, of the architectural joint venture team of Gensler/Michael Willis/Kwan Henmi, presented slides for the committee's review. The original and



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current sites were shown. Mr. Hart highlighted the functional features of each floor. The basement level will serve as an underground truck loading zone and storage area which can be accessed from the street by a ramp. This space will cut truck traffic to the building by up to 50% and free up the surface traffic areas. The ground floor will consist of pre-function space, exhibit space and retail spaces. The retail areas will serve as break-out spaces, allowing passersby to observe what is occurring inside the convention area. The top floor will be comprised of meeting areas and a ballroom space.

Mr. Hart noted that the building occupies a highly prominent space in San Francisco and will be visible from the existing Moscone Center. Its largely glass facade will transform the building at night into a civic lantern. The building will have a curved edge of bowed glass which will inflect towards the corner while facing the open spaces of the surrounding areas. The architectural design of the building will also serve to reinforce the streetscape by extending its alignment to the street and surrounding buildings. The building will be set back on the ground level to allow for more pedestrian space. Columns on the ground level will give the building a more human scale. The architects are still looking into an element which will bring in more light above the escalators.

The Howard Street facade will feature structural projections of exhibit spaces. These projections will divide up the building, creating variations in the building form which will reproduce the surrounding streetscape. The structural form of the building will also be used to straighten or re-align Minna Street where the parking garage is located. The architects hope to use traditional materials such as masonry, brick, tile, and terra cotta. Glass will be used extensively to bring light into the building.

Mr. Hart stated that the architectural team has had a great working relationship with the artist team of Diller and Scofidio. They have been through two iterations thus far.

Elizabeth Diller explained that her partner, Ricardo Scofidio, was not present, as he was overseeing another project in Kobe, Japan. Ms. Diller elaborated upon their conceptual approach to public art, which seeks to go beyond the orthodox method of finding areas for art on building surfaces. She has an interest in finding an innovative and unpredictable coincidence in the integration of art and architecture. The artist team has explored various schemes, none of which have been realizable, thus far. The purpose of her presentation is to expose the team's methodology, rather than to offer specific proposals.

Ms. Diller said that their concepts flowed from their interest in the paradoxical nature of a public art project created through public funds for a building that would be for private use. Their conceptual proposals have attempted to explore this intriguing paradox.

Beginning with the initial, smaller building, the artist team developed proposals attempting to use the flat surfaces of the building which are visible to the public. These spaces were conceived as interstitial zones for a text apparatus with variations ranging from whole words as rotating surfaces on a vertical axis, to each letter as a three-sided panel rotating on a horizontal axis, to a plaid of permanent and temporary words using LED and rotating panels. The LED schemes could also mix convention text giving





information about the current or upcoming events (conventional text) with art text rendering other messages/information (unconventional text).

Another idea was to erect a canopy over the entryway upon which immigrants' mouths would be projected. The mouths would speak about the immigration experience. A variation of this idea was to create a phone bank installation on the lobby floor housing the projections. In order to hear what the images were saying, one would pick up a phone receiver to listen. In another variation, large projection "toll-booths" would be set up in the lobby with life-size projections of "greeters."

The artists played with the idea of bringing the private functions of the convention outwards to the public via camera/projection systems and other series of interfaces between the building interior and the street. Examples included touch-screens on the sidewalk which would manipulate cameras aimed inside the building so the viewer could experience a personal construction of public imagery.

At the end of the summer, when the larger site had been identified, the artist team revisited the design and has come up with rough sketches. In the former manifestation of the building, there was larger surface area to work with. With the larger building, the ideas will have to utilize the concept of "stealth" or the notion that public art needs to find its own site.

Some ideas the artist team developed that were more autonomous to the building included severing the pre-function space and exhibition spaces, linking them with bridges and/or people movers and an "invasion" of the street intersection with a suspended or cantilevered bridge or plank. The artists have sought accessibility to the building to the public, carving out public spaces within the building. One idea was to create an enclosed glass escalator which could be accessed from the street. The escalator would traverse up to the roof with stops along the way to view video monitors. The passengers and conventioners could alternately observe each other. Other iterations of this idea were to recess a glass elevator with a glass shaft which would stop at various points to observe moving LEDs and to create an escalator/elevator linkage which would exit into a skylight.

The artist team also conceptualized a people mover which could be accessed from Howard Street and could go underneath the ground floor lobby area with video programming along the entire length of the building. People in the lobby and people on the people mover would be able to observe each other. When no one is riding the people mover, the surface of it would have text that the conventioners would be able to read.

The last idea the artist team developed was to embed LEDs, mixing conventional/unconventional text, into the surface of the four crosswalks at the intersection outside the building's main entrance. The LEDs would be networked to go on and off depending on the color of the traffic light.

Overall, Ms. Diller felt that the artist team has not yet successfully developed a concept that has met the expectations of all the parties involved, particularly due to zoning, safety and maintenance concerns. However, she stated that she was confident that they will be able to do so in the next few months. She thanked everyone for their support.



Commissioner Rogers thanked the artist for her presentation. Being that there was no public comment, Commissioner Rogers opened discussion to the committee.

Commissioner Freebairn-Smith stated that he hoped that the artist and architect would successfully synthesize the art and architecture in a way that will create a building that will serve as a focal point and revitalize the neighborhood, keeping it alive with foot traffic. He likes the idea of revealing private function in a public space to the public. However, he was apprehensive about the extensive technologies involved in the LEDs and other electronic devices due to maintenance concerns.

Commissioners Meyer and Stermer also liked the concept of interactive public exploration of a private building. Commissioner Meyer asked Mr. Hart to elaborate on the origin of the curved edge of the building corner and given the largely glass exterior, how control of natural lighting would occur. Mr. Hart replied that the architectural team wanted to make a gestural connection between the new and old Moscone. The curve gives the building a grand, civic quality and allows it to fit into the space without overwhelming the surrounding buildings. The architects are looking into shading devices or a frosted glass or ceramic frit to keep direct sunlight out on the southeast corner. He stated that they are still working on how to screen the five southwest windows.

Commissioner Meyer also questioned the placement of two entryways into the building, rather than one, as the two created a divergence in focus. The two entryways would lessen the impact of the building and seemed awkwardly placed. The corner entryway needed to make a stronger statement. Mr. Hart stated that the second entrance was needed to facilitate access to and from the surrounding hotels and to relieve congestion. The architects had created a more understated entryway on the corner due to the large number of competing visual markers in the area, such as street furniture, traffic lights and other objects. Commissioner Meyer asked that further studies be made into the necessity of two entryways and control of natural light.

Commissioner Gatti thought the collaboration between the artist and architect was a great marriage that would get better with age. He stated that he was stimulated by the innovative, civic-minded proposals by both the architects and artists and hoped that they would continue to work together closely to create a landmark. Commissioner Gatti asserted that he wanted to make sure that the artists' freedom to create was not unnecessarily compromised, resulting in a less exciting proposal. Ms. Diller replied that she had been and continues to be moved by Commissioner Gatti's heartfelt support and that the cautions and criticisms of the art proposals have been legitimate. She will continue to work on developing a fully integrated proposal that will make an impact without compromising the integrity of the architecture.

Commissioner Rogers asked Mr. Hart about the size of the ground floor retail spaces. Mr. Hart replied that each space would be 40 feet wide. He stated that they would be readily accessible to passengers offloading from buses in the loading zone on Howard Street. Mr. Moerschbaeher added that the retailers will serve both conventioners and neighborhood residents. Commissioner Rogers asked why glass walls would be constructed on Minna Street as there is nothing visually interesting to look at. Mr. Hart stated that from the third floor, one could see downtown views above the parking garage and the building design should be consistent.





outside the building and stated his concern that the artists not get left behind by the development of the architectural design. As the art concepts are highly technical, he wanted to make sure they were fully integrated by the Phase II presentation. Ms. Diller replied that she hopes to have a developed proposal by January 1<sup>st</sup>.

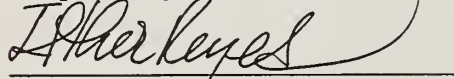
Motion: Motion to approve Phase I schematic design by Gensler/Michael Willis/Kwan Henmi Joint Venture Architects for Moscone Convention Center Expansion Project with the understanding that architects will work closely with artist team Diller & Scofidio to develop an integrated art concept to be presented for approval prior to commencement of Phase II.

Moved: Rogers/Gatti

Vote: Unanimous

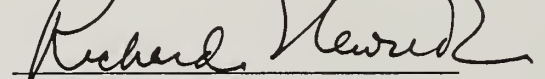
The meeting was adjourned at 5:05 p.m.

Respectfully submitted,



Esther Reyes  
Public Art Program Assistant

Approved,



Richard Newirth  
Director of Cultural Affairs



DECEMBER 1997





# SAN FRANCISCO ART COMMISSION

## CIVIC DESIGN REVIEW COMMITTEE

REGULAR MONTHLY MEETING, DECEMBER 15, 1997

3:00 p.m.

25 VAN NESS AVENUE

COMMISSION MEETING ROOM SUITE 70

SAN FRANCISCO, CA 94102

### PROGRAMS

CIVIC ART COLLECTION  
CIVIC DESIGN REVIEW  
COMMUNITY ARTS  
& EDUCATION  
CULTURAL EQUITY GRANTS  
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STREET ARTISTS LICENSES  
SUITE 70  
415.252.2581

ART COMMISSION GALLERY  
401 VAN NESS AVENUE  
415.554.6080

### AGENDA

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THE FOLLOWING ITEMS ARE SUBJECT TO DISCUSSION AND POSSIBLE ACTION WHICH MAY INCLUDE: MOTIONS OF RECOMMENDATION TO APPROVE PHASE(S) UNDER REVIEW OR A COMBINATION OF PHASE(S), RECOMMENDATION TO APPROVE WITH CONTINGENCIES, RECOMMENDATION TO DISAPPROVE, RECOMMENDATION TO DEFER APPROVAL. (PHASE I DESIGN CONCEPT; PHASE II DESIGN DEVELOPMENT WITH COLORS AND MATERIALS; PHASE III FINAL APPROVAL)

Roll Call: Commissioners Freebairn-Smith, Gatti, Meyer, Rogers

- I. SAN FRANCISCO INTERNATIONAL AIRPORT/ NEW BOARDING AREA  
A / CONTRACT 5510  
Phase 3  
Gary Ng, Project Manager, Gerson/Overstreet, Architects  
Ray Quesada, SFIA Bureau of Design & Construction
- II. SAN FRANCISCO INTERNATIONAL AIRPORT/ AIRBORNE REPLACEMENT  
BUILDING PROJECT/ CONTRACT 1110H  
Phase 2  
Mark Dorian, DPW/BOA  
Clyde Cohen, DPW/BOA
- III. SAN FRANCISCO INTERNATIONAL AIRPORT/ CONCOURSE H/  
AIRPORT BART STATION/ CONTRACT 5670  
Phase 3  
Ivar Satero, SFIA Bureau of Design & Construction
- IV. COMMEMORATIVE ARCH AT CABLE CAR TURNTABLE AT HYDE AND  
BEACH STREETS  
Phase 1  
John O'Neill, MUNI



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- V. COUNTY JAIL NUMBER 3 REPLACEMENT PROJECT/ JOB NO. 1105H  
Phase 1  
Tara Lamont, DPW/BOA
- VI. MARTIN LUTHER KING JR. POOL/ JOB NO. 1042H  
Phase 1  
Harry Overstreet, Gerson Overstreet Architects  
Don Alameida, DPW/BOA
- VII. NORTH BEACH GARAGE  
Phase 2  
Don Alameida, DPW/BOA  
Patrick Rivera, DPW
- VIII. Staff Report.

12-5-97





# SAN FRANCISCO ART COMMISSION

**San Francisco Art Commission  
Civic Design Committee Meeting  
December 15, 1997, Monday, 3 p.m.  
25 Van Ness Avenue, Suite 70**

## PROGRAMS

CIVIC ART COLLECTION  
CIVIC DESIGN REVIEW  
COMMUNITY ARTS  
& EDUCATION  
CULTURAL EQUITY GRANTS  
POPS SYMPHONY CONCERTS  
PUBLIC ART

Commissioner Present: Emery Rogers, Rod Freebairn-Smith, William Meyer  
Staff Present: Nancy Gonchar, Rich Newirth, Michele Liapes

The Meeting was called to order at 3:20 p.m.

STREET ARTISTS LICENSES  
SUITE 70  
415.252.2581

1. S.F. International Airport/New Boarding Area A/Contract 5510  
Phase 3

ART COMMISSION GALLERY  
401 VAN NESS AVENUE  
415.554.6080

Ray Quesada, SFIA, and Harry Overstreet, Gerson Overstreet, presented phase 3 of the project. There have been no changes to the building exterior.

Motion to approve SFIA New Boarding Area A/Contract 5510, Phase 3.

Moved: Meyer  
Vote: Unanimous

2. S.F. International Airport/Airborne Replacement Building Project/Contract 1110H  
Phase 2

Mark Dorian and Clyde Cohen, BOA, presented phase 2 of the 72,000 square foot replacement cargo facility, a thin trussed structure that will be column-free. They addressed changes. Landscaping will include outdoor areas for employees. A third story has been added to each of the office wings. Sloping glass has been used for articulation. On colors and materials, the wall panels will be white metal. The glass will be tinted light green. The overhead glass will have gray shadow.

Commissioner Meyer commented that the cable structure did not seem well expressed on the end, and the bay window was not shown in the rendering. The team responded that these would be addressed in the detailing. The Committee members commended the team for a strong design.

Motion to approve S.F. International Airport/Airborne Replacement Building Project/Contract 1110H, phase 2.

Moved: Meyer  
Vote: Unanimous



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3. S.F. International Airport/Concourse H/Airport Bart Station/Contract 5670  
Phase 3

Ivar Satero, SFIA, and Gene Labell, ED2/MBT, addressed the Committee request for restoration of the skylight, which had been eliminated by value engineering. The team proposed a skylight of 100 feet instead of the original 400-foot feature. The 100-foot skylight would illuminate the art piece by Ned Kahn, to be installed in the opening between the BART platform and the ART station. The decreased skylight would save the airport approximately \$150,000. The presenters said that, for the other 300 feet originally designated as skylight, the metal roofing would be continued. Commissioner Meyer suggested that the roofing continuation was an unacceptable design solution.

The Committee agreed to approve the reduced skylight but asked the team to return with their proposed design for the remainder of the roof for final Phase 3 approval.

Motion to approve reduction of skylight from 400 feet to 100 feet for SFIA/Concourse H/Airport Bart Station 5670, Phase 3.

Moved: Meyer

Vote: Unanimous

4. Commemorative Arch at Cable Car Turntable at Hyde and Beach Streets  
Phase 1

John O'Neill, MUNI, Virgil Casselli, Cable Car Friends, and Merritt Cohn, Cable Car Museum, presented phase 1 of the commemorative arch in honor of Freidel Klussmann. It will have a tubular aluminum frame with hand-wrought filigree work. The finish, which will be in keeping with the existing fences, will be black. The lettering will be highlighted raised silver or gold.

Motion to approve commemorative arch at cable car turntable at Hyde and Beach streets, Phase 1.

Moved: Meyer

Vote: Unanimous

5. County Jail Number 3 Replacement Project/Job. No. 1105H  
Phase 1

Tara Lamont, BOA, explained the project, which is unique in that the structure will be owned by the developer and leased to the city. A criteria package will be sent to five design teams, all nationally recognized for their work with correctional facilities. They will submit proposals that specify both a design and a price. Ms.





Lamont explained that it had been decided that it would be advisable to obtain phase 1 approval for the concept and massing before the criteria package was sent out. Phase 1 guidelines will then be incorporated into the criteria packages. The teams will be able to submit innovative designs for the structural systems and the exterior skin. The winning design team will be required to come before the Committee for Phase 2.

Lt. Michael Lavigne, Sheriff's Department, summarized the code and environmental restrictions for the maximum security facility on the 150-acre site situated in a valley near Skyline Blvd. Elements would include the gatehouse, a services building, the administration center, public parking areas, staff parking and eight circular housing units—four structures stacked in two levels. There will be 384 cells in all, each being able to accommodate two inmates. Plumbing systems will be on the exterior. Cells will have windows allowing for natural light and possibly for outward viewing by inmates.

On the question of colors and materials, Ms. Lamont said that cost value was being sought. She said that durable materials that could withstand a marine environment would be required. Ferrous metals would be required. The building would be expected to have a civic quality but be reasonably inviting. The interior would be detailed and not cheap. It was emphasized that the winning team would be selected on the basis of best value, not lowest price.

Commissioner Freebairn-Smith asked about available areas for inmates to meet with their families or children. It was answered that such an area would have to be a courtyard.

The Committee members expressed doubts about the ease of transition for the winning design team to phase 2.

The Committee was asked to indicate any strong recommendations. It was also pointed out that, if the winning team were to deviate from the massing approved for phase 1, the team would be required to come before the Committee for a new phase 1 approval.

Commissioner Rogers commented on the existing surroundings, with manmade wetlands and stands of cypress and eucalyptus. He stressed the importance of the selection of materials for the enormous building in an otherwise beautiful valley.

Commissioner Freebairn-Smith commented on the conflict between the design and a site that was not flat. He emphasized the importance of correlating the scheme with the existing natural elements.





Commissioner Meyer suggested the materials should reflect the modern geometrical structure of the building itself. He said that he would like to see the contrast between a modern geometric structure and the surrounding landscape. He was informed that the EIR has recommended earth tones in response to community concerns. He also asked that the architects pay attention to the roof element, since residents on the ridge would look down on it, and that landscape elements be fully developed. He suggested that the architects need not be restricted to the EIR comments and could consider a wide range of visual exteriors.

Motion to approve County Jail Number 3 Replacement Project/Job No. 1105H, Phase 1.

Moved: Meyer

Vote: Unanimous

6. Martin Luther King Jr. Pool/Job No. 1042H  
Phase 1

Harry Overstreet, Gerson Overstreet, presented phase 1 for the project, which will consist of a 25 meter competition pool and a toddler wading pool. The exterior will be a steel frame building with glazing and a skylight down the center. There will be landscaping around the building, and trees will be replanted to replace some of the old diseased trees. The project's surroundings include a four-story warehouse and a train line. Community member Barbara Vilts said that there were no single-family buildings in the area.

For phase 2, the Commissioners said that they wanted to see what the neighborhood looked like. They also asked the architect to show how glazing would affect energy conservation, and how the architecture was to be preserved and maintained. They asked if there were any alternatives for the young children's play area. They asked for more development around the exterior of the building for phase 2. Ms. Gonchar reminded Mr. Overstreet that he should contact Jill Manton regarding the art enrichment.

Motion to approve Martin Luther King Jr. Pool/Job. No. 1042H, Phase 1

Moved: Meyer

Vote: Unanimous

7. North Beach Garage

Don Alameida and Phil Sowers, BOA, and John Barber, DPT, said that they would be meeting with planning department staff to discuss modifications. They delivered an informational presentation on recent efforts to make the building more acceptable to the community. Features included the following: A canopy marking the entrance will extend 7 or 8 feet onto the sidewalk. The sign of the old existing garage will be



attached to the new one. The elevator and stair towers will have grids. There will be lights along the street. The accent bricks at the tops and bottoms of the openings will be a slightly darker color. Railings and metal accents will be dark green. The grill work will be green with heavier banding on the top and bottom. The plan for the art enrichment project is a lighting sculpture in the shape of a thermometer that would indicate parking availability.

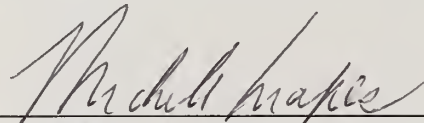
The committee members expressed concerns about the absence of retail space in a zoned retail district, the relationship of the color on the east side to the yellowish brick building next door, and the different heights of the towers. It was suggested that the stair tower and the elevator tower be leveled off, and that the mid element should have termination to it. The idea of retaining the façade of the old building was also raised. An objection to the thermometer piece was made. The committee members liked the plan to use the old sign.

In public comment, community member Arthur Chang expressed his opposition to the current design, which he likened to one for a factory.

8. Adjournment

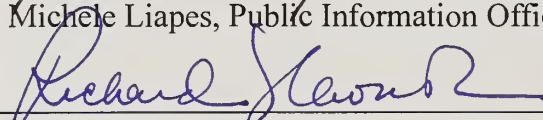
The Meeting adjourned at 6:30 p.m.

Submitted



Michele Liapes, Public Information Officer

Approved



Richard Newirth, Director











# SAN FRANCISCO ART COMMISSION

## CIVIC DESIGN REVIEW COMMITTEE SPECIAL MEETING, JANUARY 15, 1998

3:00 p.m.

25 VAN NESS AVENUE

COMMISSION MEETING ROOM SUITE 70

SAN FRANCISCO, CA 94102

### A G E N D A

**NOTICE:** With respect to agenda items, member of the public may address the Committee when the item is reached in the meeting after the presentation by the item representative. Speaker cards are available at all meetings. For information related to any of the following matters, please call Nancy Gonchar, Assistant Director, San Francisco Art Commission (415) 252-2584.

THE FOLLOWING ITEMS ARE SUBJECT TO DISCUSSION AND POSSIBLE ACTION WHICH MAY INCLUDE: MOTIONS OF RECOMMENDATION TO APPROVE PHASE(S) UNDER REVIEW OR A COMBINATION OF PHASE(S), RECOMMENDATION TO APPROVE WITH CONTINGENCIES, RECOMMENDATION TO DISAPPROVE, RECOMMENDATION TO DEFER APPROVAL. (PHASE I DESIGN CONCEPT; PHASE II DESIGN DEVELOPMENT WITH COLORS AND MATERIALS; PHASE III FINAL APPROVAL)

Roll Call: Commissioners Freebairn-Smith, Gatti, Meyer, Rogers

- I. CHURCH AND DUBOCE PORTAL OPERATIONS BUILDING  
Phase III  
John Katz, Project Planner, MUNI
- II. KAISER PEDESTRIAN BRIDGE  
Phase 1  
Keith Millay, Anshen & Allen
- III. BOEDDEKER PARK IMPROVEMENTS  
Phase 1 & 2  
Deborah Learner, Recreation and Park Department  
Doug Hlemstra, Rotary Club
- IV. BAY BRIDGE PUMP STATION  
Phase 1 & 2  
Ernie Ramilo, DPW/BOA  
Mark Dorian, DPW/BOA
- V. Staff Report.



CITY AND COUNTY OF  
SAN FRANCISCO





# SAN FRANCISCO ART COMMISSION

**San Francisco Art Commission  
Civic Design Committee Meeting Minutes (Revised)  
January 15, 1998, Thursday, 3 p.m.  
25 Van Ness Avenue, Suite 70**

## PROGRAMS

CIVIC ART COLLECTION  
CIVIC DESIGN REVIEW  
COMMUNITY ARTS  
& EDUCATION  
CULTURAL EQUITY GRANTS  
POPS SYMPHONY CONCERTS  
PUBLIC ART

STREET ARTISTS LICENSES  
SUITE 70  
415.252.2581

ART COMMISSION GALLERY  
401 VAN NESS AVENUE  
415.554.6080

Commissioner Present: Emery Rogers, Rod Freebairn-Smith, William Meyer  
Staff Present: Nancy Gonchar, Rich Newirth

The Meeting was called to order at 3:10 p.m.

### **1. Church and Duboce Portal Operations Building, Phase 3**

John Katz, Muni Capital Projects, and Rogerio Bittencourt, Muni architect, presented phase 3 of the Church and Duboce Portal Operations Building. The project provides for key stop ramps and platforms for disabled access to street cars on the "J" and "N" lines, while also replacing the trailer that currently houses MUNI administrative staff and facilities. Art Enrichment provides for artwork along the key stop ramps. A concurrent DPT project will transform the block of Duboce Ave. between Church St. and Buchanan St. into a bicycle and pedestrian thoroughfare. The fencing along this thoroughfare will include visual and textural historical panels. Mr. Katz reported that there has been considerable community input and that the community was very supportive of the project. Mr. Rogerio described the paving from Church to Webster and the relationship to the sandblasted concrete ramps. The building materials are metal and porcelain enamel in colors that are coordinated with the new Breda trains. The canopy will be red and the building will be dark and light gray. Doors and fences will be deep blue.

Motion to approve Church and Duboce Portal Operations Building, Phase 3.

Moved: Meyer

Vote: Unanimous

### **2. Kaiser Pedestrian Bridge, Phase 1**

Michael Sheats, Kaiser, and Keith Millay, Anshen & Allen, presented phase 1 for the proposed pedestrian bridge across Geary Blvd. between Divisadero and Broderick streets. The purpose is to provide safer crossing for users of Kaiser's future outpatient clinic. The design of the bridge is understated and will span 125 feet without median support. The height of the bridge is 25 feet. Last week the Planning Commission approved the model presented. The design team proposes a lightweight, airy structure with a slight slope. It will be glass-enclosed and butt-glazed with minimal support from behind. Lighting will be incorporated into beams providing low level illumination that washes the floor avoiding excessive glare and reflection.



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Commissioner Freebairn-Smith noted that he was sensitive to bridges in the cityscape but acknowledged that a bridge in this location would not block spectacular views. He asked about Muni lines. Mr. Millay responded that the team was coordinating with Muni so that the bridge would clear the lines.

Commissioner Meyer appreciated the design's subtlety, handsomeness and simplicity, noting that it would be a positive addition to the urban landscape. He inquired about rain and drainage systems. Mr. Millay replied that a trench drain would slope to pipes within the roof structure.

Commissioner Rogers thought the bridge would look better without a roof but said that he appreciated the necessity of one. Mr. Millay answered that the roof provided protection from fog and wind as well as safety. Commissioner Rogers commended Kaiser and the architects for an elegantly designed bridge as well as their willingness to provide accessibility to the public.

Motion to approve Kaiser Pedestrian Bridge, Phase 1

Moved: Meyer

Vote: Unanimous

### **3. Boeddeker Park Improvements, Phase 1 and 2**

Doug Hiemstra, Rotary Club, described proposed improvements to Boeddeker Park at Eddy and Jones to provide a safer environment responsive to community needs. The SFPD and the Tenderloin Task Force are very involved in the process and committed to the park and had outlined a series of improvements that the designers considered in making their recommendations. He said that all costs associated with the project would be a donation to the city by the Rotary Club. Improvements include redesigning the entrance to the recreation building at 240 Eddy Street providing decorative elements, which may include hand-painted tiles, made by neighborhood youth and supervised by a commissioned local artist. There would be no awning and decorative elements would provide a friendly and inviting element. The door would include a glass panel with light and visibility through the door. The aim is to discourage people from loitering or sleeping in the doorway. The entire area is currently fenced. The designers propose adding an arching detail to the existing fencing. The present public art sculpture will remain. ADA ramps will be added to the children's play area and to the pedestrian area. The sand in the play area will be replaced with poured-in-place "Playbound" surface material. An entrance through the building into the children's playground will be added. Mr. Hiemstra proposed installing a perforated metal screen to the bottom of the fence on the Eddy Street side to prevent people from throwing things into the play area in response to concerns of the SFPD. Plans include removing dead and dying trees and installing low level plantings.



Commissioner Rogers commented on the merits of the original park design. He asked about the lawn, and was told that it would remain. He expressed his approval for reserving much of the children's play area but questioned preserving the stoops when the area was fenced off. He suggested the possibility of changing the stairs to a platform for seating. He objected to the proposed screening and proposed an expanded metal grill of open mesh painted the same color as the fence.

Commissioner Meyer also voiced approval of the project but expressed concern about the architecture of the building. He commented that the original building was a handsome one and advised the project team to get the input and approval of the initial architect for the modification

Commissioner Freebairn-Smith expressed his concern for maintaining high quality materials and design. He agreed that the initial architect should be consulted. He also expressed concern about the prison-yard character of the metal screening.

The Commissioners commended the Rotary Club for the idea, effort and community commitment but agreed that the project was not ready for phase 2 review. They agreed to approve phase 1.

Motion to approve Boeddeker Park Improvements, Phase 1.

Moved: Freebairn-Smith

Vote: Unanimous

#### **4. Bay Bridge Pump Station, Phase 1 and 2**

Mark Dorian and Ernie Ramilo, DPW BOA, and Karen Kubick and Barry Pearl, PUC, presented phase 1 and 2 for the Bay Bridge Pump Station, which would replace the existing pump station at Spear and Harrison. The facility is located at the corner of Bryant and Main in the Caltrans maintenance yard and pumps water to Treasure Island. Proposed materials are poured-in-place concrete with metal doors and frames. The colors chosen for the building are similar in color to the pylons of the Bay Bridge. The colors are grey with green and black louvers and doors. In answer to a question regarding ownership of the land, Karen Kubick responded that the city did not own the land but owned the building.

Commissioner Freebairn-Smith expressed concern about the nearby housing and asked if the building could be located in a more anonymous space.

Mr. Pearl answered that Caltrans considers the location of the maintenance yard in proximity to the bridge as essential to bridge maintenance. The city is being given a certain square footage and a particular site for the pump station. The location is closest to the existing water pipe going up to the bridge and feeding Treasure Island.





Commissioner Meyer suggested that the Committee disapprove phase 1 and ask the team to consider other sites.

The following bracketed remarks were amended on April 10, 1998.

[Commissioner Freebairn-Smith expressed his reservation about this kind of land use in view of other planning taking place in the area.]

Commissioner Freebairn-Smith expressed opposition to City service buildings (a water pump house and stand-by generator) being placed on prime Bay and very high-value land (tax-returning land if conveyed to private use) sites, where design calls for residential, commercial and other activity sites that create lively streets and pleasant connections for pedestrians walking to work. He said that the public street under discussion was a major channel for pedestrians walking from the new South Beach housing area to employment or to transit south of Market or to jobs Downtown. He said that the Urban Design element of the City's General Plan, and other City documents of policy, seek to enliven just such streets as these, streets with uncommon value for their proximity to the Bay front and to the Embarcadero.

In answer to a question from Mr. Newirth about funding, Ms. Kubick said that the pump station budget was \$2 million and the bay bridge retrofit was \$250 million. She said efforts were under way to get state funding for modernization of the pump station. She estimated that \$16,000 would be allotted for art enrichment.

Commissioner Rogers said that the sentiment of the Committee was to disapprove the building because of siting issues. He expressed reluctance to disapprove on the basis of siting but suggested more study should be done to justify the proposed site. The Commissioners agreed that Caltrans needed to consider urban design issues.

Motion to disapprove Bay Bridge Pump Station, Phase 1 and 2.

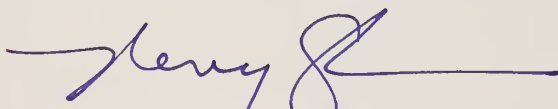
Moved: Meyer

Vote: Unanimous

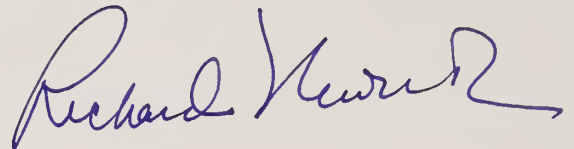
## 5. Staff Reports

Topics included membership in architectural organizations and an update regarding the Civic Center Plaza Historic District Improvement Project.

The Meeting adjourned at 5:45 P.M.



Submitted, Nancy Gonchar



Approved, Richard Newirth



FEBRUARY 1998





# SAN FRANCISCO ART COMMISSION

## CIVIC DESIGN REVIEW COMMITTEE SPECIAL MEETING, FEBRUARY 19, 1998

3:00 p.m.

25 VAN NESS AVENUE  
COMMISSION MEETING ROOM SUITE 70  
SAN FRANCISCO, CA 94102

### PROGRAMS

CIVIC ART COLLECTION  
CIVIC DESIGN REVIEW  
COMMUNITY ARTS  
& EDUCATION  
CULTURAL EQUITY GRANTS  
POPS SYMPHONY CONCERTS  
PUBLIC ART

STREET ARTISTS LICENSES  
SUITE 70  
415.252.2581

ART COMMISSION GALLERY  
401 VAN NESS AVENUE  
415.554.6080

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Roll Call: Commissioners Freebairn-Smith, Gatti, Meyer, Rogers

- I. BOLLARD & RAILING DESIGN / SUNNYDALE PUMP STATION  
Todd Cockburn, Utilities Engineering Bureau  
Jeff Brown, Architectural Consultant  
Phase 1 & 2
- II. BAY BRIDGE PUMP STATION /1649N  
Phase 1 & 2  
Ernie Ramilo, DPW/BOA  
Mark Dorian, DPW/BOA
- III. NORTH BEACH GARAGE  
Phase 2  
Patrick Rivera, DPW/BOE  
Don Alameida, Phil Sowers, DPW/BOA
- IV. MARTIN LUTHER KING JR. POOL / 1042H  
Phase 2  
Harry Overstreet, Gerson Overstreet Architects  
Don Alameida, DPW/BOA
- V. SFIA / BUS PICKUP AND DROP-OFF CANOPY, LOT D  
Phase 1 & 2  
Arvind S. Iyer, Iver & Associates



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# SAN FRANCISCO ART COMMISSION

## San Francisco Art Commission Civic Design Committee Meeting Minutes February 19, 1998, Thursday, 3 p.m. 25 Van Ness Avenue, Suite 70

### PROGRAMS

CIVIC ART COLLECTION  
CIVIC DESIGN REVIEW  
COMMUNITY ARTS  
& EDUCATION  
CULTURAL EQUITY GRANTS  
POPS SYMPHONY CONCERTS  
PUBLIC ART

STREET ARTISTS LICENSES  
SUITE 70  
415.252.2581

ART COMMISSION GALLERY  
401 VAN NESS AVENUE  
415.554.6080

Commissioners Present: Emery Rogers, Rod Freebairn-Smith, Stanlee Gatti  
William Meyer  
Staff Present: Nancy Gonchar, Rich Newirth, Michele Liapes

The Meeting was called to order at 3:10 p.m. Commissioner Gatti arrived at 4 p.m.

### 1. North Beach Garage, Phase 2

John Barber, DPT, and Don Alameida, BOA, presented design modifications based on Planning Commission concerns that the building have a more traditional look in keeping with the surrounding neighborhood. Mr. Barber emphasized the cooperative nature of the project. Mr. Alameida presented colors and materials. Much of the glass from the previous design has been changed to stucco. The brick would be in field tones of brown with a darker accent stripe. The stucco would be lighter brown. The window frames would be dark green and window accents would be light green. The lower base would be brown.

Commissioner Meyer reported on his meeting with Planning Director Gerald Green on the project. He said that he was willing to agree to a more traditional approach for the building's middle piece. He emphasized his requirement that the three elements be differentiated visually.

In response to a question on the impact on nearby housing buildings, Mr. Barber explained that a variance to the required 25-yard setback had been granted. He said that, in response to requests from individual property owners, the back of the building will be notched and a retaining wall will be installed. He said that all surrounding property owners had indicated their support for the project at the previous Planning Commission meeting.

Commissioner Freebairn-Smith emphasized his continued interest in small frontages of retail space instead of one massive single-use frontage. In response to a question from Commissioner Freebairn-Smith concerning the spaces committed for community use, Mr. Barber said that a mechanism for maintenance would be written into the management agreement.



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Commissioner Meyer said that he would support the more conservative flat top for the central structure. He said that color separation for visual differentiation would be very important.



Commissioner Freebairn-Smith expressed his opposition to the use of faux retail instead of actual retail. He reiterated his interest in retail spaces to keep the street alive and cited the success of similar retail spaces in other city garage projects.

Commissioner Rogers expressed his willingness to approve the revised design.

Commissioner Meyer reiterated the importance of color separation and said that the Committee would need to see final colors in Phase 3.

Commissioner Freebairn-Smith said that he would not vote for the project because of the lack of retail space and his concern for keeping the street alive.

Because approval of the project would not have a quorum of the committee, the members decided to continue the vote until Commissioner Gatti's arrival.

After Commissioner Gatti's arrival, discussion resumed for a brief period. A majority of the Committee agreed to support the project as modified in response to Planning Commission recommendations.

Motion to approve North Beach Garage, Phase 2

Moved: Meyer

For: Gatti, Meyer, Rogers

Against: Freebairn-Smith

2. Martin Luther King, Jr. Pool, Phase 2.

Presenters Harry Overstreet, Gerson Overstreet Architects, and Don Alameida, BOA, presented reproductions showing the surroundings of the site in response to a previous committee request. They also showed reproductions of ceramic tile art that will be removed and restored at the request of the community. The presenters described the play area they are developing for small children, which will be separated by protective plantings of trees from the softball area. A toddler pool will be nearby. The building will have a pyramid roof with glazing to provide natural light. Colors will be green with blue accents. The roof material will be either copper or painted steel, depending on available funding. Sides will be louvered for ventilation. Walls will be tan.

The Commissioners emphasized that they would need to see the full palette of colors and material samples as a condition for approving phase 3.

Motion to approve Martin Luther King, Jr. Pool, Phase 2, on the condition that a full palette of colors and material samples for the roof and walls be presented in Phase 3.

Moved: Meyer

Vote: Unanimous



### 3. Bay Bridge Pump Station, Phase 1 & 2

Commissioner Rogers explained that the project had been rejected unanimously on the basis of the urban design issue of siting. He said that subsequently the City Attorney had ruled that the Art Commission may not reject a project on the basis of use of property. He introduced City Attorney Margaret Baumgartner.

Ms. Baumgartner explained that use of land is a zoning and planning issue.

Commissioner Meyer suggested that the position of the building on a piece of property was a visual design issue. Commissioner Freebairn-Smith remarked that planning had jurisdiction over private property. He commented on the possibility of State of California lands reverting to the city. He expressed the civic design concern for formation of public space, the handsomest design possible for the Embarcadero, and the importance of the affected channels. He said that the size and form of the building were an issue.

The presenting team of Karen Kubick, PUC, Barry Pearl, PUC, and Ernie Ramilo, BOA, reviewed the reasons for locating the new building at the proposed Main and Bryant site. It was the best one from a traffic and circulation standpoint, and the building would not have to be moved again. They also said that the purposes of the pump station were in conformity with the Rincon Hill Special Use District. A percent for art allocation of \$17,000 would go toward interpretive signage for the Sunnydale Pump Station art enrichment project.

They proposed a setback of two feet off Bryant and eight feet off Main to allow for possible future construction of a new building on top of the existing pump station.

Commissioner Freebairn-Smith raised the possibility of more housing being erected nearby.

Commissioner Rogers conceded that the project was inappropriately sited but expressed his support for the compromise providing for setbacks of two feet off Bryant and 8 feet off Main.

The presenters commented that the setback would accommodate future development in a cost-effective way.

The project team presented colors and materials. The single-story building would have reinforced concrete walls with a heavy sandblast finish in a neutral color. The corners and louvers would be rounded. The color palette also included green for the doors and louvers.





Motion to approve Bay Bridge Pump Station, with setbacks of 2 feet off Main Street and 8 feet off Bryant Street, Phase 1 and 2,

Moved: Meyer

For: Gatti, Meyer, Rogers

Against: Freebairn-Smith

Motion to request that project sponsors and related agencies rework the site plan of the pump facility to allow an alternative position in this parcel that will address future development of the corner of Main and Bryant streets without the complications of building over the pump station.

Moved: Freebairn-Smith

Vote: Unanimous

4. SFIA/Bus Pickup and Drop-off Canopy, Lot D, Phase 1 & 2

The presenter described Phase 1 and 2 for the drop off canopy addition to the rental car agency at lot D. The roof panels would be green, and the fascia neutral to match the rental car building.

Commissioner Freebairn-Smith expressed concern about the visibility of rooftop vents to ART passengers above. It was answered that the vents would be simple openings that would be painted.

The Commissioners advised the architect to direct the mechanical engineers on the design for the ducts. They expressed concern that this design be thoughtfully done.

Motion to approve SFIA/Bus pickup and drop-off canopy, lot D, phase 1 & 2.

Moved: Gatti

Vote: Unanimous

5. Reports

Commissioner Meyer reported that he had encouraged Planning Commissioners and department staff to attend relevant Civic Design committee meetings. He asked Art Commission staff to inform the Planning Commission of the pump station vote.

Michele Liapes reported on plans by Rec and Park staff to train existing plantings onto the trellis behind the Juana Briones bench and to install interplantings of jasmine to fill in the spaces more quickly.

Submitted Michele Liapes  
Michele Liapes, Public Information Officer

Approved Richard Newirth  
Rich Newirth, Director





MARCH 1998





# SAN FRANCISCO ART COMMISSION

## CIVIC DESIGN REVIEW COMMITTEE REGULAR MONTHLY MEETING, MARCH 16, 1998

3:00 p.m.

25 VAN NESS AVENUE  
COMMISSION MEETING ROOM SUITE 70  
SAN FRANCISCO, CA 94102

### PROGRAMS

CIVIC ART COLLECTION  
CIVIC DESIGN REVIEW  
COMMUNITY ARTS  
& EDUCATION  
CULTURAL EQUITY GRANTS  
POPS SYMPHONY CONCERTS  
PUBLIC ART

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415.554.6080

### A G E N D A

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THE FOLLOWING ITEMS ARE SUBJECT TO DISCUSSION AND POSSIBLE ACTION WHICH MAY INCLUDE: MOTIONS OF RECOMMENDATION TO APPROVE PHASE(S) UNDER REVIEW OR A COMBINATION OF PHASE(S), RECOMMENDATION TO APPROVE WITH CONTINGENCIES, RECOMMENDATION TO DISAPPROVE, RECOMMENDATION TO DEFER APPROVAL. (PHASE I DESIGN CONCEPT; PHASE II DESIGN DEVELOPMENT WITH COLORS AND MATERIALS; PHASE III FINAL APPROVAL)

Roll Call: Commissioners Freebairn-Smith, Gatti, Meyer, Rogers

- I. BOLLARD & RAILING DESIGN / SUNNYDALE PUMP STATION  
Todd Cockburn, Utilities Engineering Bureau  
Jeff Brown, Architectural Consultant  
Phase 1 & 2
- II. BOEDDEKER PARK IMPROVEMENTS  
Phase 2 & 3  
Marvin Yee, Recreation & Park Department  
Doug Hiemstra, Rotary Club
- III. A TRAVELING JEWISH THEATER ENTRANCE  
Phase 1 & 2  
Janet Crane, Freebairn-Smith & Crane
- IV. FILLMORE STREETSCAPE  
Phase 1  
Chuck Leoni, Michael Willis & Associates Architects  
Thomas Ma, Project Manager, Redevelopment Agency
- V. KAISER PEDESTRIAN BRIDGE  
Phase 2  
Keith Millay, Anshen & Allen



CITY AND COUNTY OF  
SAN FRANCISCO





# SAN FRANCISCO ART COMMISSION

**San Francisco Art Commission  
Civic Design Committee Meeting Minutes  
March 16, 1998, Thursday, 3 p.m.  
25 Van Ness Avenue, Suite 70**

## PROGRAMS

CIVIC ART COLLECTION  
CIVIC DESIGN REVIEW  
COMMUNITY ARTS  
& EDUCATION  
CULTURAL EQUITY GRANTS  
POPS SYMPHONY CONCERTS  
PUBLIC ART

STREET ARTISTS LICENSES  
SUITE 70  
415.252.2581

ART COMMISSION GALLERY  
401 VAN NESS AVENUE  
415.554.6080

**Commissioners Present:** Emery Rogers, Rod Freebairn-Smith, Stanlee Gatti  
**William Meyer**  
**Staff Present:** Nancy Gonchar, Rich Newirth, Michele Liapes

The Meeting was called to order at 3:10 p.m

### **1. Boeddeker Park Improvements, phase 2 and 3.**

Doug Hiemstra and Jim Kennedy, Rotary Club, addressed previous committee concerns. These included preservation of the stoops, screening and expanded metal along the fencing, and the involvement of the original architect in modification to the entrance area. The presenters explained that they have contacted the architect, who has informed them that the Eddy Street entrance was originally intended as a service entrance. That architect has said that he will go along with any plans by Rec and Park to change the building. The presenters also said that the façade was now simpler. The metal door will be replaced and will have glass or a window to allow visibility through the door. It will have a simple bowed steel element in keeping with the modern style of the building. In regard to the stoop, the planter wall and brick will extend across, and the fence will extend from that. There will be a cap on top of the fence. The bottom of the fencing will consist of a 3-1/2-foot-high screen of double air perforated metal. A moray pattern will be created by the inside and outside panels, with a v-cap on top.

Commissioner Gatti expressed concern about the darkness of the fence. The presenters said that the material was the most open perforated metal material possible. Its purpose was to provide security for the children and prevent people from stashing drugs and other items in the park.

The Committee members said they needed to see examples of the mesh. They also wished to see a mockup. They agreed to approve phase 2 and 3 pending approval of the materials. It was agreed that the presenters would come 15 minutes before the full Commission meeting on April 6 to show the Committee samples of the mesh and mockup. If the Committee approves the perforated metal screen and mockup, the motion to approve phase 2 and 3 will remain on the consent calendar.



CITY AND COUNTY OF  
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## **2. A Traveling Jewish Theater Entrance, Phase 1 and 2**

Commissioners Freebairn-Smith and Meyer withdrew from the discussion on this item because of conflict of interest.

Janet Crane, Freebairn-Smith and Crane and Associates, presented phase 1 and 2 for the Theatre's outside entrance on Florida Street. She explained that the theatre is inside the Project Artaud building. The entrance would open directly to the outside and provide disabled access. Colors and materials would be conservative. The building is plaster over concrete with industrial glass. The palette would be in accord with those materials to blend in with the overall building. The glass would be factory-like brushed silver.

Since there was not a quorum the remaining Committee members ask Ms. Crane to return to present the project, including photos and materials, to the Full Commission on Monday, April 6. The motion to approve the project will be placed on the agenda under Committee Reports. Commissioners Gatti and Rogers agreed that they would speak in favor of the project. They commended Ms. Crane on her presentation.

## **3. Kaiser Pedestrian Bridge, Phase 2.**

Keith Millay, Anshen & Allen, presented phase 2 for the Kaiser Pedestrian bridge across Geary Boulevard. The 125-foot span will join the HMO's medical facilities on the north and south sides of the street at the 3<sup>rd</sup> floor level.

In presentation, Mr. Millay reviewed the fact that the Planning Commission had given specific directives for an understated bridge. It will be a light steel structure that is enclosed. It will consist of two 5-foot-deep beams. The roof material will be a single band of glass skin. The frame will be aluminum to match the new Kaiser building currently under construction. The glass will be more transparent than the glass in the building. The structure will have a built-in track for a washing platform that will be used to clean the glass. Light will be recessed into the railing and will wash across the surface, so that there will be no glare.

Commenting on the constraints imposed on the design team by the Planning Commission directive for a minimal bridge, Commissioner Freebairn-Smith said that the result had been successful.

Commissioner Meyer commended the presenters on an elegant design solution and the simplicity of the relationship to the new buildings

Commissioner Gatti said that the design was not challenging enough, and that he would not be able to vote for it. He said that the design should be innovative as well



as simple. It was pointed out that Commissioner Gatti had not been present at the January meeting, when Phase 1, conceptual design, had been presented.

Commissioner Meyer expressed his approval of the subtle bend at the structure bottom, which he suggested was an innovative twist, and the delicate articulation on top.

Commissioner Gatti agreed that he liked the bend in the center and that the materials were compatible with the buildings. But he said that the design was totally inadequate for a major thoroughfare such as Geary Boulevard.

Commissioners Meyer and Gatti said that they did not agree with the fundamental directive by the planning commission.

Commissioner Rogers said that he appreciated the design simplicity and the muted tones of the colors. He also endorsed the plan for a structure allowing pedestrians to pass from one side of the broad, heavily traveled boulevard to the other.

Commissioner Freebairn-Smith made the point that sensitivity to water views was a consistent issue for new projects. He said that this bridge would not block views. He expressed his concern that it be made evident to the community that the bridge would be accessible to the public.

A Kaiser representative responded that the bridge could be used anytime the buildings were open.

Commissioner Gatti commented on the city's responsibility to those who would see the bridge. He reiterated the need to be progressive in the architecture of such a structure.

The Commissioners discussed the discouragement, in the general plan, of the construction of pedestrian bridges. They also discussed the need to institute a policy whereby the Planning Commission could not give aesthetic directives for structures on or over city land without Civic Design Review committee input. Commissioner Meyer has already initiated discussion with the City Attorney's office on this issue.

Mr. Millay said that the bridge was a critical structure for Kaiser users and reiterated the clear directive that he had received from the city.

Commissioner Freebairn-Smith stated his disagreement with a policy whereby the Planning Commission issued the kind of aesthetic directives that had been given for this project. He emphasized his concern that steps be taken so that such a neutral design statement would not happen again in the future. He announced that he would vote against phase 2 approval.



Motion to approve Kaiser pedestrian bridge, Phase 2.

Moved: Meyer

For: Meyer, Rogers

Against: Freebairn-Smith, Gatti.

Commissioner Rogers suggested that it was inadvisable for a Committee member to oppose a project's concept after having approved that concept in Phase 1 in January.

Commissioner Freebairn-Smith agreed to change his position. He expressed his strong concern that, in the future, the Civic Design Committee use the street space policies in the city urban design plan as a measure in its review of pedestrian bridges and other proposals for use of public street space

Motion to rescind motion denying approval of Kaiser pedestrian bridge, Phase 2.

Moved: Meyer

Vote: Unanimous

**Motion to approve Kaiser pedestrian bridge, Phase 2.**

Moved: Meyer

For: Freebairn-Smith, Meyer Rogers

Against: Gatti

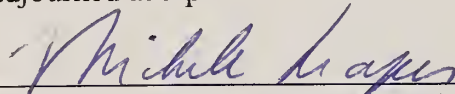
The Commissioners discussed the fact that the Planning Commission was becoming more active in the setting of aesthetic directives, and the need for that Commission to discuss such directives with the Civic Design Committee when the structure was on or over public land. It was pointed out that the Planning Commission was involved in this project because of its role concerning new buildings on private land.

The Commissioners agreed that they would consider the issue of Planning Commission directives at the next meeting.

Staff said that the Committee members would be sent the relevant sections from the master plan.

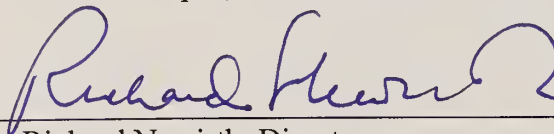
The Meeting adjourned at 5 p.m.

Submitted



Michele Liapes, Public Information Officer

Approved



Richard Newirth, Director





APRIL 1998







# SAN FRANCISCO ART COMMISSION

## PROGRAMS

CIVIC ART COLLECTION  
CIVIC DESIGN REVIEW  
COMMUNITY ARTS  
& EDUCATION  
CULTURAL EQUITY GRANTS  
OPERA SYMPHONY CONCERTS  
PUBLIC ART

STREET ARTISTS LICENSES  
SUITE 70  
415.252.2581

ART COMMISSION GALLERY  
401 VAN NESS AVENUE  
415.554.6080

## **Civic Design Review Committee Special Meeting, April 6, 1998**

**2:45 p.m.**

**25 Van Ness Avenue**

**Commission Meeting Room, Suite 70**

## **Agenda**

Notice: With respect to agenda items, members of the public may address the Committee when the item is reached in the meeting after the presentation by the item representative. Speaker cards are available at all meetings.

The following items are subject to discussion and possible action which may include: motions of recommendation to approve phase(s) under review or a combination of phase(s), recommendation to approve with contingencies, recommendation to disapprove, recommendation to defer approval. (Phase 1 design concept; Phase 2 design development with colors and materials; Phase 3 final approval)

- 1. Boeddeker Park Improvements**  
Phase 2 & 3  
Marvin Yee, Recreation & Park Dept.  
Doug Hiemstra, Rotary Club



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SAN FRANCISCO ART COMMISSION

PROGRAMS

CIVIC ART COLLECTION  
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**Civic Design Review Committee  
Special Meeting, April 6, 1998  
2:45 p.m.  
25 Van Ness Avenue, Suite 70**

**1. Boeddeker Park Improvements, Phase 2 and 3**

Doug Hiemstra, Hiemstra Design, presented a model of the proposed park fence, representing how the metal would be finished. He said that the mesh was the most open perforated panel available. He also said that the mesh on both sides produced a moray effect.

Mr. Hiemstra also removed one layer to demonstrate how the model looked with only a single panel. The Committee members agreed that the double panel was preferable.

Motion to approve Boeddeker Park Improvements, Phase 2 and 3

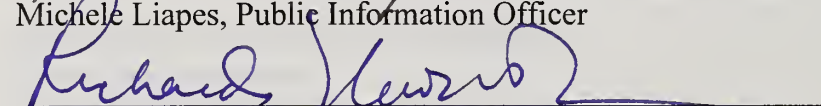
Moved: Freebairn-Smith

Vote: Unanimous

Submitted

  
Michele Liapes, Public Information Officer

Approved

  
Richard Newirth, Director



CITY AND COUNTY OF  
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# SAN FRANCISCO ART COMMISSION

## CIVIC DESIGN REVIEW COMMITTEE REGULAR MONTHLY MEETING, APRIL 20, 1998

3:00 p.m.

25 VAN NESS AVENUE  
COMMISSION MEETING ROOM SUITE 70  
SAN FRANCISCO, CA 94102

### PROGRAMS

CIVIC ART COLLECTION  
CIVIC DESIGN REVIEW  
COMMUNITY ARTS  
& EDUCATION  
CULTURAL EQUITY GRANTS  
'OPS SYMPHONY CONCERTS  
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### A G E N D A

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Roll Call: Commissioners Freebairn-Smith, Gatti, Meyer, Rogers

- I. RESTORATION OF LOTTA'S FOUNTAIN  
Informational Presentation  
Debra Lehane, Collections Manager, Art Commission
- II. SFO LANDSCAPE MASTER PLAN  
Informational Presentation  
Robert La Rocca, Robert La Rocca & Assoc.
- III. FILLMORE STREETSCAPE  
Phase 1  
Chuck Leoni, Michael Willis & Associates Architects  
Thomas Ma, Project Manager, Redevelopment Agency
- IV. KLUSSMAN MEMORIAL ARCH  
Cable Car Turnaround at Hyde and Beach Streets  
Phase 2 & 3  
Virgil Caselli, Chin & Hensolt, Inc.
- V. AIRPORT MAIL FACILITY EXPANSION PROJECT/ SFIA/  
USPS PROJECT NO. Y70840/ FCA PROJECT NO. 212  
Phase 1 & 2  
David G. Fong, Fong & Chan Architects



CITY AND COUNTY OF  
SAN FRANCISCO





- VI. BOLLARD & RAILING DESIGN / SUNNYDALE PUMP STATION  
Todd Cockburn, Utilities Engineering Bureau  
Jeff Brown, Architectural Consultant  
Phase 1 & 2
- VII. Discussion and possible motion regarding Planning Department's jurisdiction regarding design, in particular in regards to bridges.
- VIII. Discussion and possible motion regarding proposed lighting criteria for Civic Center Plaza.

4-14-98





# SAN FRANCISCO ART COMMISSION

**San Francisco Art Commission  
Civic Design Committee Review Meeting Minutes  
April 20, 1998, Monday, 3 p.m.  
25 Van Ness Avenue, Suite 70**

## PROGRAMS

IVIC ART COLLECTION  
CIVIC DESIGN REVIEW  
COMMUNITY ARTS  
& EDUCATION  
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MEET ARTISTS' LICENSES  
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415.252.2581

COMMISSION GALLERY  
1 VAN NESS AVENUE  
415.554.6080

Commissioners Present: Emery Rogers, Rod Freebairn-Smith, William Meyer  
Staff Present: Nancy Gonchar, Rich Newirth, Michele Liapes

The Meeting was called to order at 3:10 p.m.

## 1. Restoration of Lotta's Fountain

Civic Collections Manager Debra Lehane reviewed plans for a major restoration of the 1875 cast iron sculpture Lotta's Fountain at the northwest corner of Market, Geary and Kearny streets. The project steps she outlined were: dismantling of the piece; removal from the site; review and possible modification of the foundation; fabrication of a new armature; cleaning of the iron components; repairs to the iron components and surface filling; casting and attaching of missing components; recoating with corrosion inhibitors and paint; reduction and removal of corrosion from the bronze elements; coating of bronze elements; installation of new plumbing and drainage; installation of new electrical system; glazing of lamp element; reassembling of pieces on site. The budget is \$160,000.

Ms. Lehane discussed the column that had been added in 1916 and the possibility of restoring the piece as originally intended by the artist in 1875. She said that she intended to consult national and local landmark preservation organizations.

Staff and Commissioners discussed the potential for controversy among preservationists, the unique quality of the fountain, the probable influence of donor Lotta Crabtree, and the need to handle the piece as a historical artifact if it is to survive as the city's oldest monument.

In answer to questions from the Commissioners, Ms. Lehane explained that the motivation for the 1916 extension was to match the path of gold lights on Market Street. She said that the cap at the top of the extension is from the original 1875 work.

Staff and Commissioners discussed the safety hazards posed by the extension in its current unstable condition. Ms. Lehane said that the options were to put scaffolding around the work so that the extension did not fall over or to remove the extension and put the cap back on. The Committee members suggested that the preservation organizations be advised that the extension was being removed for safety reasons.



CITY AND COUNTY OF  
SAN FRANCISCO



## **2. SFO Landscape Master Plan**

Robert La Rocca, Robert La Rocca & Associates, gave an informational presentation on plans to coordinate landscaping for all projects. He explained that phase 1 of the master plan, to be completed by the year 2000, would pertain to the front door area. He described plans to give the new international airport a unique identity by the use of plantings indigenous to the Pacific Coast region of northern California. The dominant tree will be the coastal redwood, to be planted in clusters. The shrubbery and ground cover will be species that live within the redwood forests.

Commissioner Rogers asked Mr. La Rocca if he had reviewed the landscaping plans for the different projects that had already been presented to the Committee. Mr. La Rocca responded that he had, and that he had recommended changes to the northern California coastal planting orientation. It was established that, in the future, Mr. La Rocca will review any airport landscaping plans before they come before the Civic Design Review Committee.

Commissioner Freebairn-Smith recommended that the Airport consider relandscaping Highway 101 between the airport and the city in view of the past destruction of moderately mature plantings along that corridor to accommodate construction. The Committee commended Mr. La Rocca on the master plan concept.

## **3. Fillmore Streetscape, Phase 1**

Chuck Leoni, Michael Willis & Associates, presented plans for the streetscape, a Redevelopment Agency project to revitalize the area, for the seven blocks of sidewalk along Fillmore between Post and Golden Gate Avenue. The main elements would be paving, street lights, signage, street furniture and trees. Specific plans included sidewalk paving in brick and concrete, plantings of trees that would be a lighter species than the ficus on upper Fillmore, pedestrian scale lights as well as overhead street lights, and lively signage such as banners. Other features included historic sidewalk plaques to commemorate special places or people and a jazz walk of fame. Mr. Leoni also described plans for three other sites. One was the Fillmore Street Bridge, which Mr. Leoni proposed could be used as a sign to connote the transition between the upper and lower Fillmore. He suggested the addition of glass windscreens and photo reproductions or other expressions of the area's history. The second was the plaza at O'Farrell Street, which Mr. Leoni suggested could be converted into a central neighborhood meeting place with new pavings, furniture and palm tree plantings. The third was the park adjacent to the power plant.

Commissioner Rogers expressed reservations about the bridge, the brick paving and the unattractive and subtle open spaces. He said that phase 1 approval would be premature, and that he would like to see the drawings in a booklet that he could study as he visited the sites.





Commissioner Freebairn-Smith suggested a strong anchor at the southern end and a more powerful solution for the plaza. He said that the current plan was not strong enough. He also suggested working with the Planning Commission to endorse a brightly lit zone to distinguish it as an entertainment neighborhood. It was clarified that the Redevelopment Agency has authority over the Planning Commission.

Commissioner Meyer emphasized that the bridge should be visually inviting but said that he would have to see if any vista would be blocked by the redesign. He also asked if there were a way to make the plaza more conducive to sound events.

The Committee members agreed that the street under consideration should be special, that the bridge was an important identification feature, that plans for the plaza needed more work, and that plans for the paving required more detailed study. They also agreed on the need for their own copies of the drawings in booklet format so that they could study the sites on their own. Commissioner Rogers said that it would be important to have all four members present when the item came before the Committee the next time, in either a regular or special meeting.

#### **4. Klussman Memorial Arch, Phase 2 & 3**

Virgil Caselli, Chin & Hensolt, presented phase 2 & 3 for the Klussman Memorial Arch at the cable car turnaround at Hyde and Beach streets. For colors and materials, he presented a sample gold letter mounted on a deep blue background. There would be a gold strip around the sign. The frame, filagree and posts would be black. Fifty-watt high-pressure sodium lights would provide a nighttime glow. The sign would be on both the front and back of the arch. The materials would be durable with secure fastening. The project would be maintenance free.

Commissioner Meyer objected to the blue background as too weak.

Motion to approve Klussman Memorial Arch, Phase 2 and 3.

Moved: Freebairn-Smith

For: Freebairn-Smith, Rogers

Against: Meyer

Since the motion did not pass with only two committee members voting for approval, Mr. Caselli was asked to return on Monday, May 4, to give a short presentation on the colors before the full Commission. The item will be calendared under Committee Reports.

#### **5. Airport Mail Facility Expansion Project/SFIA/USPS Project No. Y70840/FCA Project No. 212, Phase 1 & 2**

David Fong, Fong & Chan, presented phase 1 and 2 for the airport mall facility expansion project, which consisted of asbestos abatement, mechanizing and a 60-





foot expansion of the loading dock toward the airfield. The expansion would have the same colors and the same structural system of poured-in-place concrete. If any landscaping is to be done, it will be coordinated with other landscaping under the master plan.

**Motion to approve Airport Mail Facility Expansion Project/SFIA/USPS  
Project No. Y70840/FCA Project No. 212, phase 1 & 2**

Moved: Freebairn-Smith

Vote: Unanimous

**6. Bollard & Railing Design/Sunnydale Pump Station, Phase 1 & 2**

Todd Cockburn, Utilities Engineering Bureau, and Jeff Brown, architectural consultant, presented phase 1 and 2 for a handrail, curb railing and bollards. The 100-foot-long hand rail will have the motif of the existing railing. It will consist of galvanized pipe rail. The top rail will be 2 – 1/3 inches in diameter. The intermediate rail will be 1- 1/2 inches in diameter. The vertical component will be flat bar. The pipe curb along the outside edge will be 6 inches above ground. The material will be schedule 80 galvanized steel pipe. The bollards will consist of elliptical galvanized steel embedded into the concrete, 5 feet apart. Two will be removable for vehicular access.

Commissioner Meyer objected to the intersection of the vertical, horizontal and diagonal elements of the handrail. Mr. Brown said that he would study it further. Commissioner Freebairn-Smith expressed concern that the 1-1/2-inch pipe would be too weak to withstand the weight of children climbing or jumping on it. The presenters said that the dimensions would be thoroughly reviewed by engineering.

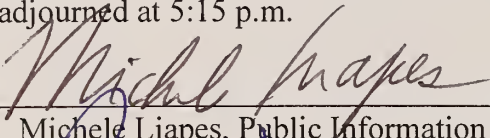
**Motion to approve bollard and railing design/Sunnydale Pump Station, phase 1 & 2**

Moved: Meyer

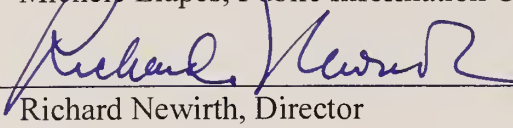
Vote: Unanimous

The Meeting adjourned at 5:15 p.m.

Submitted

  
Michele Liapes, Public Information Officer

Approved

  
Richard Newirth, Director



MAY 1998





SAN FRANCISCO ART COMMISSION

CIVIC DESIGN REVIEW COMMITTEE  
REGULAR MONTHLY MEETING, MAY 18, 1998

3:00 p.m.

25 VAN NESS AVENUE

COMMISSION MEETING ROOM SUITE 70

SAN FRANCISCO, CA 94102

AGENDA

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Roll Call: Commissioners Freebairn-Smith, Gatti, Meyer, Rogers

- I. MUNI OPERATOR RESTROOM STRUCTURE AT PHELAN LOOP  
(Ocean at Phelan)  
Phase 1 & 2  
John Katz, Muni
- II. PIONEER PARK PROJECT / TELEGRAPH HILL STAIRWAYS  
Phase 2 & 3  
Brian Gatter, DPW Landscape Architecture
- III. SFFD STATION NO. 32 RENOVATION / JOB NO. 5474A  
Phase 2  
John Zoranovich, DPW/BOA  
Peter Wong, DPW/BOA
- IV. THIRD STREET BRIDGE OPERATOR'S HOUSE  
Phase 1  
Joe Ovadia, DPW/BOE  
Howard Wong, DPW/BOA
- V. SIDEWALK EXTENSION, RETAINING WALL WITH GUARDRAILS AND  
PLANTER FOR MCLAUGHLIN RESIDENCE NEW GARAGE ADDITION  
Phase 1 & 2  
Janet Crane, Freebairn-Smith & Crane

PROGRAMS  
CIVIC ART COLLECTION  
CIVIC DESIGN REVIEW  
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COMMISSION GALLERY  
101 VAN NESS AVENUE  
415.554.6080



CITY AND COUNTY OF  
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- VI. BAY BRIDGE PUMP STATION  
Phase 3  
Ernie Ramilo, DPW/BOA  
Mark Dorian, DPW/BOA
- VII. NORTH BEACH GARAGE  
Phase 3  
Philip Sowers, DPW/BOA  
Patrick Rivera, DPW/Project Manager
- IX. Discussion and possible motion regarding Phase 3 review.

5-11-98





# SAN FRANCISCO ART COMMISSION

**San Francisco Art Commission  
Civic Design Committee Review Meeting Minutes  
May 18, 1998, Monday, 4 p.m.  
25 Van Ness Avenue, Suite 70**

## PROGRAMS

CIVIC ART COLLECTION  
CIVIC DESIGN REVIEW  
COMMUNITY ARTS  
& EDUCATION  
CULTURAL EQUITY GRANTS  
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ART COMMISSION GALLERY  
401 VAN NESS AVENUE  
415.554.6080

Commissioners Present: Emery Rogers, Rod Freebairn-Smith, William Meyer  
Staff Present: Nancy Gonchar, Michele Liapes

The Meeting was called to order at 4:15 p.m.

### 1. Muni Operator Restroom Structure at Phelan Loop

John Katz and Albert Hoe, Muni, presented plans for the restroom structure, a replica of a design approved two years before for two other stations. The present restroom is to be demolished. The new structure would be clay with a tile roof. The concrete wall would have an anti-graffiti coating. The entry would be on the front side, and there would be lighting in front and on the sides. The color scheme would be tan.

In response to Commissioner concerns about facilities for riders, it was confirmed that two bus shelters had already been erected, and two more were scheduled to be built. In response to another question, Mr. Katz said that Muni would welcome the possibility of working with City College to make improvements to the shelters, such as those on 19<sup>th</sup> Avenue near San Francisco State. Mr. Katz also answered that the circles on the design drawing indicated planters.

The Commissioners also asked about the possibility of renovating the existing structure and suggested that this would be substantially less expensive. The presenters answered that restoration would cost at least as much as a new structure.

Commissioner Freebairn-Smith said that the well designed but neglected existing structure could be made to serve the waiting and restroom functions of the terminal station. He said that a complete area master plan, approved by the college, the neighborhood, Muni, and riders, was needed for this prominent location.

On the new structure, Commissioner Meyer said that more design quality was needed. He objected in particular to the grandiose roof and the primitive drainpipe along the sides. He said the overhang was of no use.



CITY AND COUNTY OF  
SAN FRANCISCO

Commissioner Rogers commented on the poor proportions that had been dictated by height and length. He said that he would like BOA to work on the design

Motion to disapprove Muni operator restroom structure, Phelan Loop, phase 1 & 2.

Moved: Meyer

Vote: Unanimous



2. Pioneer Park Project/Telegraph Hill Stairways, Phase 2 & 3

Brian Gatter, DPW landscape architect, presented phase 2 and 3 for the Pioneer Park project surrounding Coit Tower. Plans include renovations to the stairways, terrace improvements, new stonework along the stairs, colored concrete along the ramp and steps, and blue stone tiles for risers of steps. In answer to a Commissioner question, Mr. Gatter said that the pathways would require only a small retaining wall, never more than two feet high.

Motion to approve Pioneer Park Project/Telegraph Hill Stairways, phase 2 & 3.

Moved: Meyer

Vote: Unanimous

3. SFFD Station No. 32 Renovation / Job. No. 5474A, Phase 2

Peter Wong and John Zoranovich, DPW/BOA, presented phase 2 of the project, revised after the October 20, 1997 meeting in response to input from members of the community who wanted a design that blended more with the existing neighborhood. The building has been notched backward to provide better sight lines and to decrease the massiveness. Other changes included a new window, the replacement of a large window with a smaller one, added wood trim over the canopy, and added crown molding at the parapet line. The colors would be light beiges, two light grays for the trims, plum for the truck doors and green for the light fixtures and signage.

Community members Johanna Coble and Dennis Gustafson were present to express their support for the revised design.

The Commissioners expressed their satisfaction with the rapport that had developed between the community and the city on the project.

Commissioner Meyer expressed concern about the dark color of the lower trim. It was answered that mockups would be painted first to make sure that the color quality would be the highest possible.

The Commissioners expressed their approval of the project with the following condition. The sideyard roof trim must extend the full depth of the building on both the east and west sides.

Motion to approve SFFD Station No. 32 renovation/job no. 5474A, phase 2.

Moved: Freebairn-Smith

Vote: Unanimous





#### 4. Third Street Bridge Operator's House

Howard Wong, DPW/BOA, Joe Ovadia, DPW/BOE, and Saed Toloui, BOE, presented phase 1 for the bridge operator's house, designed to supplement the existing operator's house and watchman's house. It will be a two-story structure south of the existing signal house. It is designed for compatibility with the existing signal house as well as for safety and function. Features include a five-foot platform wrapping around the building, 2-1/2- to 3-inch pipe rails around the platform to emulate those on the bridge, stainless steel cables between the horizontals, continuous clear solar green glass, stucco materials and a simple pre-patinated copper roof. The presenters explained that the existing structures have landmark status, and that they have received a certificate of appropriateness from the Landmarks Board for the proposed structure.

The Commissioners commended the presenters on the design.

Motion to approve Third Street bridge operator's house, phase 1.

Moved: Meyer

Vote: Unanimous

#### 5. Sidewalk Extension, Retaining Wall with Guardrails and Planter for McLaughlin Residence New Garage Addition, Phase 1 & 2.

Janet Crane, Freebairn-Smith & Crane, described the need to infill the sidewalk driveway and extend the existing city retaining wall and sidewalk. The new retaining wall will match the existing one. She confirmed that there would be no effect on pedestrian travel. Since a Committee quorum was not available to vote on the item, Ms. Crane will present the project before the Full Commission on June 1.

#### 6. Discussion on Phase 3 review.

Nancy Gonchar raised the issue of administrative approval of phase 3 for certain projects. Commissioner Meyer pointed out the advisability of a review of architectural issues by one of the architect members. It was decided that, for any administrative approval of phase 3, a project team would be required to submit written verification that no changes had taken place between phase 2 and phase 3.

#### 7. North Beach Garage

Phil Sowers and Don Almeida, BOA, presented phase 3. They explained that the stucco center portion had been designed in conjunction with the planning department. The colors would be beige for the stucco, brick colors, and green for the window frames and grill work. The color for the middle portion would be lighter and would harmonize with the bricks. All colors would be coordinated.





Members of the community then testified on the project. Julie Christiansen said that the structure was not in accord with city guidelines and codes. She cited the rear yard variance and the lack of retail. She objected to the project because of its mass and the lacks of safety, compatibility with the neighborhood, and liveliness. Joan Wood said that a lawsuit regarding the variance had been filed and asked the Committee to defer approval until after the suit was heard the third week in June. Jonee Levy described the neighboring living spaces that would be totally degraded by the project. She pointed out that the wall of the new structure would be five feet from the windows of those spaces, significantly affecting the light and air quality for the residents. Patricia Cady also cited the degradation of the living conditions, and said that those affected were low-income people who did not speak English and had no advocates. She asked the committee to postpone its vote until after the court case, scheduled for June 18.

John Barber, DPT, said that the issues raised had nothing to do with the aesthetic design of the building. He expressed his wish to move forward with the project.

Commissioner Freebairn-Smith said that the issue was larger than that of color. He expressed his concern about the impact of the project on urban design and the role of the planning department in determining the form of this project.

In response to a question from Commissioner Meyer about changes in the design, Mr. Sowers said that the cornice was now slightly heavier. He said that the fenestration pattern was the same. Commissioner Meyer commented on the pressure exerted by the Planning Commission on the project. He expressed his preference for the original glass and metal design that had been presented previously.

Commissioner Rogers thanked the members of the community for their participation. He explained that the Committee members had followed the procedures for the Civic Design Review process, and that they were obliged to confine themselves to the issues within their purview.

Motion to approve North Beach Garage, phase 3.

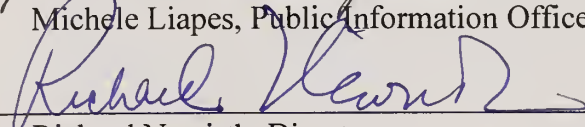
Moved: Rogers  
For: Rogers, Meyer  
Against: Freebairn-Smith

The Meeting adjourned at 6:15 p.m.

Submitted

  
Michele Liapes, Public Information Officer

Approved

  
Richard Newirth, Director





# SAN FRANCISCO ART COMMISSION

## CIVIC DESIGN REVIEW COMMITTEE SPECIAL MONTHLY MEETING, MAY 19, 1998

3:00 p.m.

25 VAN NESS AVENUE  
COMMISSION MEETING ROOM SUITE 70  
SAN FRANCISCO, CA 94102

### A G E N D A

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Roll Call: Commissioners Freebairn-Smith, Gatti, Meyer, Rogers

- I. FILLMORE STREETSCAPE  
Phase I  
Charles Leoni, Michael Willis & Associates Architects  
Thomas Ma, Redevelopment Agency

5-11-98



CITY AND COUNTY OF  
SAN FRANCISCO





**San Francisco Art Commission  
Civic Design Committee Review Special Meeting Minutes  
May 19, 1998, Tuesday, 3 p.m.  
25 Van Ness Avenue, Suite 70**

PROGRAMS

CIVIC ART COLLECTION  
CIVIC DESIGN REVIEW  
COMMUNITY ARTS  
& EDUCATION  
CULTURAL EQUITY GRANTS  
OPERA SYMPHONY CONCERTS  
PUBLIC ART

STREET ARTISTS LICENSES  
SUITE 70  
415.252.2581

ART COMMISSION GALLERY  
401 VAN NESS AVENUE  
415.554.6080

Commissioners Present: Emery Rogers, Rod Freebairn-Smith, Stanlee Gatti,  
William Meyer  
Staff Present: Nancy Gonchar, Michele Liapes

The Meeting was called to order at 3:15 p.m.

**1. Fillmore Streetscape, Phase 1**

Thomas Ma, Redevelopment Agency, and Charles Leoni and Rod Henmi, Michael Willis and Associates, presented phase 1 for the Fillmore streetscape between Post and Golden Gate, conceived for the purpose of revitalizing the cultural and economic life of the Lower Fillmore. The focus would be on the sidewalk, trees, and light fixtures along the seven-block stretch and on three major spaces: the Geary Street Bridge, the approximately 100-square-foot plaza at O'Farrell, and the minipark and adjoining powerhouse building at Turk Street. The presenters cited the need to make the street a destination and to give the storefronts more vitality and differentiation. In particular, the team proposed the following measures: a 5-foot widening of the Geary Street bridge; enclosing the bridge with glass on both sides; incorporating signage and historic graphics to give the bridge special identification; the possible creation of vending spaces along the bridge to create a small market; subdividing larger structures along the street with different canopies to create individual storefronts; retaining much of the sidewalk paving, restoring it where necessary and adding it to those blocks that don't have it; the installation of sidewalk plaques, possibly a jazz walk of fame as well as localized place information; the installation of new pedestrian-scale light posts; the installation of banners; the planting of trees; the conversion of the side wall of the Kabuki Theatre into a thin strip of retail; the addition of light poles and palm trees to the plaza at Fillmore to give it spatial articulation while preserving the openness; the installation of new paving and benches to the minipark near Turk. Stores would be encouraged to develop their identification through signs and awnings.

Landscape architect Robert LaRocca discussed the possibilities for new trees. He proposed raywood ash, an evergreen with the same light, lacy quality of the liquid amber already existing along the upper Fillmore, as an infill tree along the street. For the plaza, he proposed palm trees, which would help to delineate the space while allowing people to pass through.



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Commissioner Gatti departed at 4 p.m.







In Committee discussion, Commissioner Rogers expressed his support for the use of neon and blade signs. He said that the paving was repetitious. He suggested removing the concrete paving and infilling with other materials to make it more interesting. Mr. Leoni answered that, because of budget restrictions, they were attempting to use what paving was there and to liven it with plaques.

Commissioner Rogers also suggested the spacing between the trees should be varied. The presenters answered that 20-foot spacing existed along the upper Fillmore, and the intent was to maintain the spacing for a connection between the north and south stretches of that street.

Commissioner Rogers urged the team to pay major attention to the O'Farrell plaza. He cited the windy conditions and said that the introduction of palm trees would not be enough. The presenters answered that windscreens would probably be impossible because of the way the space was used. They raised the possibility of special paving and plaques to commemorate neighborhood history.

Commissioner Freebairn-Smith expressed his support for the removal of all controls on signage in order to make the area an entertainment district with a distinctive identity. He cited the need for an anchor at the southern end of the stretch, and suggested the powerhouse at Turk Street as a possibility. He also suggested that performance activity somehow be drawn out into the street.

Commissioner Meyer expressed concern about the need for variety on certain blocks. He suggested that the evenly spaced distribution of trees should be reconsidered, and he suggested the introduction of other species. He recommended more variety in the sidewalk paving, such as in color or pattern. He expressed support for the bridge concept.

The Commissioners agreed to approve phase 1 with the stipulation that, for phase 2, more variety would be introduced in the paving and tree plantings where appropriate.

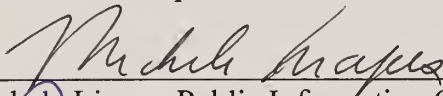
Motion to approve Fillmore streetscape, phase 1.

Moved: Freebairn-Smith

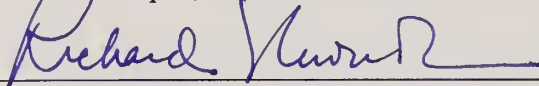
Vote: Unanimous

The Meeting adjourned at 4:30 p.m.

Submitted

  
Michele Liapes, Public Information Officer

Approved

  
Richard Newirth, Director





# SAN FRANCISCO ART COMMISSION

## PROGRAMS

CIVIC ART COLLECTION  
CIVIC DESIGN REVIEW  
COMMUNITY ARTS  
& EDUCATION  
CIVIL RIGHTS GRANTS  
SYMPHONY CONCERTS  
PUBLIC ART

MEET ARTISTS LICENSES  
SUITE 70  
415.252.2581

COMMISSION GALLERY  
1 VAN NESS AVENUE  
415.554.6080

## **AGENDA** **SPECIAL JOINT SESSION OF** **CIVIC DESIGN COMMITTEE** **and** **VISUAL ARTS COMMITTEE** **Thursday, May 28, 1998** **2:00 p.m.** **25 Van Ness Avenue, Suite 70**

**Notice:** Requests to testify are accepted by completing one of the public testimony cards, which are available at all hearings, and submitting it to the Committee Secretary before the item on which the individual wishes to speak comes up for consideration. The Presiding Officer will call for public testimony on agenda items either at the beginning of the meeting or prior to the vote on particular items.

### **I. SPECIAL PRESENTATION**

#### **Moscone Center Expansion Project**

Presentation of preliminary public art proposal by Diller and Scofidio artist team.



CITY AND COUNTY OF  
SAN FRANCISCO



JUNE 1998





# SAN FRANCISCO ART COMMISSION

## CIVIC DESIGN REVIEW COMMITTEE

REGULAR MONTHLY MEETING, JUNE 15, 1998

3:00 p.m.

25 VAN NESS AVENUE

COMMISSION MEETING ROOM SUITE 70

SAN FRANCISCO, CA 94102

### PROGRAMS

CIVIC ART COLLECTION  
CIVIC DESIGN REVIEW  
COMMUNITY ARTS  
& EDUCATION  
CULTURAL EQUITY GRANTS  
POPS SYMPHONY CONCERTS  
PUBLIC ART

STREET ARTISTS LICENSES  
SUITE 70  
415.252.2581

ART COMMISSION GALLERY  
401 VAN NESS AVENUE  
415.554.6080

### A G E N D A

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Roll Call: Commissioners Freebairn-Smith, Gatti, Meyer, Rogers

- I. BAY BRIDGE PUMP STATION  
Phase 3  
Ernie Ramilo, DPW/BOA  
Mark Dorian, DPW/BOA
- II. SFIA/CONCOURSE H / AIRPORT BART STATION / NO. 5670  
Phase 3  
Ivar Satero, SFIA, Bureau of Design & Construction  
Gene Lebel, ED2/MBT
- III. THIRD STREET BRIDGE OPERATOR'S HOUSE  
Phase 2 & 3  
Joe Ovadia, DPW/BOE  
Howard Wong, DPW/BOA
- IV. SAN FRANCISCO PEDESTRIAN SIGNAGE PROJECT / NO. 1708N  
Phase 1  
David Alumbaugh, Planning Department  
Susan Ferreyra, DPW/BOA
- V. COMMISSIONER AND STAFF REPORTS



CITY AND COUNTY OF  
SAN FRANCISCO







# SAN FRANCISCO ART COMMISSION

**San Francisco Art Commission  
Civic Design Committee Review Meeting Minutes  
June 15, 1998, Monday, 3 p.m.  
25 Van Ness Avenue, Suite 70**

## PROGRAMS

CIVIC ART COLLECTION  
CIVIC DESIGN REVIEW  
COMMUNITY ARTS  
& EDUCATION  
CULTURAL EQUITY GRANTS  
POPS SYMPHONY CONCERTS  
PUBLIC ART

STREET ARTISTS LICENSES  
SUITE 70  
415.252.2581

ART COMMISSION GALLERY  
401 VAN NESS AVENUE  
415.554.6080

**Commissioners Present:** Emery Rogers, Rod Freebairn-Smith, Stanlee Gatti,  
William Meyer  
**Staff Present:** Nancy Gonchar, Richard Newirth, Michele Liapes

The Meeting was called to order at 3:10 p.m.

## I. SFIA CONCOURSE II/AIRPORT BART STATION/NO. 5670 Phase 3

Ivar Satero, SFIA, and Gene Lebel, ED2/MBT, addressed the previous Committee request to conduct more studies on the skylight over the light rail station for the 7<sup>th</sup> floor of the seven-story structure. The team explained that the original plan for a skylight across the full length of the structure had been changed due to value engineering. The Committee had subsequently asked for further study to insure sufficient lighting for artist Ned Kahn's artwork, consisting of silver disks and to be installed in the concrete wall of the round opening. At this meeting, the team proposed a 90-foot length of skylight across the center of the round opening. A 90-foot skylight would also be installed at the other end. Full-length light bars would also extend along both sides of the structure. Columns supporting the canopy would have clusters of four bright spots at the top to illuminate the ceiling structure.

The Commissioners agreed that the current solution was acceptable.

Motion to approve SFIA/Concourse H/Airport Bart Station/No. 5670,  
Phase 3

Moved: Gatti

Vote: Unanimous

## II. BAY BRIDGE PUMP STATION Phase 3

Ernie Ramilo and Mark Dorian, BOA, presented phase 3. They confirmed that the project would be set back 2 feet off Main Street and 8 feet off Bryant Street. Commissioner Freebairn-Smith stated for the record his opinion that the project was a good one, but located on the wrong site.



CITY AND COUNTY OF  
SAN FRANCISCO

Motion to approve Bay Bridge Pump Station Phase 3.

Moved: Gatti

Vote: Unanimous



III. SAN FRANCISCO PEDESTRIAN SIGNAGE PROJECT/NO. 1708N  
Phase 1

Eva Lieberman and David Alumbaugh, Planning Department, and Susan Ferreyra, BOA, presented phase 1 of the pedestrian signage project for the downtown area, an implementation of the downtown streetscape plan adopted by the Planning Commission and the Board of Supervisors. The intent is to provide a system of orientation based on generalized land use, such as retail, hotels, theatres, and so on. The basic framework would consist of Market Street as the pedestrian corridor with subsidiary arteries linking to the ball park, Yerba Buena Gardens, Mission Bay and other districts. The goal would be to create a system that unified all areas but would also be effective for different districts. The principal signage would be along Market Street and at the nodes, with reinforcing markers en route. Graphics will be handled by Skidmore Owings and Merrill.

The team presented two design options. The first and more traditional option would be a panel 13 feet high and 30 inches across, perpendicular to the curb. There would be large graphics with a map and directional signs above to the nodes or general areas. There would also be referential markers. Smaller-scale signs would be installed for the districts. The second design option would be sculptural with pictorial icons and letter forms.

Commissioner Freebairn-Smith said that he would like to see a presentation of successful graphic systems used by other cities. He expressed concern about legibility for non-English-speaking visitors, a sufficiently universal system that would be extendable into other districts, the quantity of messages that could effectively be combined into a single pole, and the potential for combining traffic signs with pedestrian signs.

In answer to a Commissioner question on the overlap between traffic and pedestrian signs, the presenters said that street name signs were not part of the plan at this point. They emphasized their objective of relating the signage to the existing street furniture.

Commissioner Gatti advised the team to consult JCDecaux for information on the research that the company had done on signage. He said that a master plan for signage was unnecessary, and that any signage system would be continually evaluated.

Commissioner Meyer thought the proposed plan for option one was a good basis for a universal system. He said that it was a simple one that, with a few minimum changes, would fit anywhere.





Commissioner Rogers objected to the large panels as a potential cause of more street clutter. He suggested that maps be kept to a minimum and placed in certain strategic locations. He expressed his preference for the center drawing in the option one presentation, a single pole with directional signs.

Commissioner Meyer liked the panels and said that maps oriented correctly could be useful. He suggested that their installation perpendicular to the curb could block views. He said they could be just as helpful if they were parallel to the curb.

The Commissioners expressed their preference for the first option. They said that the team could come back with several designs for phase 2, and that the general direction was that the signage should be informative and unobtrusive.

Motion to approve San Francisco pedestrian signage project/No. 1708N, Phase 1.

Moved: Meyer

Vote: Unanimous

Commissioner Gatti departed at 4:45 p.m.

- IV. THIRD STREET BRIDGE OPERATOR'S HOUSE, Phase 2 & 3  
Howard Wong, BOA, presented Phase 2 & 3 of the two-story building to be built at the south end of the landmark bridge. Features included a pre-patinated copper roof, continuous solex green glass that would butt at the corners, and a five-foot deck wrapping around the building. The railing would be a thin cable structure. The top rail would be copper clad and triangular to mesh with the shape of the roof. The railing would be double flat bar rail at the sides. The structure would be concrete with stucco over the concrete. Windows would have solex green glass. There would be a copper clad rainwater enclosure with two drains on each side. Up lights would be flush with the sidewalks.

Commissioner Freebairn-Smith commended the presenter on the level of detail. Commissioner Meyer expressed his preference for the red hue that would relate to the ballpark rather than the hue with more blue in it.

The Committee agreed to approve phase 3 with the stipulation that the red match the red of the ballpark.

Motion to approve Third Street bridge operator's house, Phase 2 & 3.

Moved: Freebairn-Smith

Vote: Unanimous

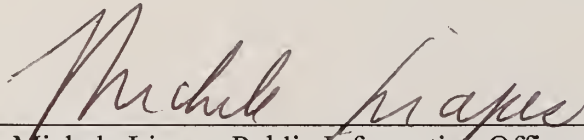




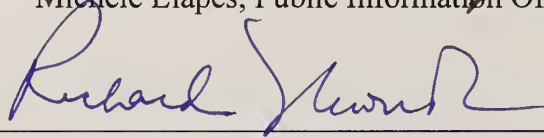
V. REPORTS

Nancy Gonchar reported that, for the Third Street Rail Project, it had been decided that meetings of the Planning Commission and the Civic Design Committee would be held back to back instead of jointly.

Submitted

  
Michele Liapes, Public Information Officer

Approved

  
Richard Newirth, Director



JULY 1998





# SAN FRANCISCO ART COMMISSION

## CIVIC DESIGN REVIEW COMMITTEE

REGULAR MONTHLY MEETING, JULY 20, 1998

3:00 p.m.

25 VAN NESS AVENUE

COMMISSION MEETING ROOM SUITE 70

SAN FRANCISCO, CA 94102

### PROGRAMS

CIVIC ART COLLECTION  
CIVIC DESIGN REVIEW  
COMMUNITY ARTS  
& EDUCATION  
CULTURAL EQUITY GRANTS  
POPS SYMPHONY CONCERTS  
PUBLIC ART

STREET ARTISTS LICENSES  
SUITE 70  
415.252.2581

ART COMMISSION GALLERY  
401 VAN NESS AVENUE  
415.554.6080

### A G E N D A

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Roll Call: Commissioners Freebairn-Smith, Gatti, Meyer, Rogers

- I. SFIA / AIRPORT RAIL TRANSIT REMOTE CORRIDOR STATIONS /  
CONTRACT NO. 5709  
Phase 3  
Willy Tsai, SFIA/Bureau of Design and Construction
- II. OCEAN VIEW BRANCH LIBRARY  
Phase 1 & 2  
Edgar Lopez, DPW/BOA
- III. MOSCONE CENTER EXPANSION PROJECT  
Phase 2  
Kevin Hart, Gensler  
Ray Fong, Project Manager
- IV. COMMISSIONER AND STAFF REPORTS



CITY AND COUNTY OF  
SAN FRANCISCO

7-13-98





# SAN FRANCISCO ART COMMISSION

## San Francisco Art Commission Civic Design Committee Review Meeting Minutes July 20, 1998, Monday, 3 p.m. 25 Van Ness Avenue, Suite 70

### PROGRAMS

CIVIC ART COLLECTION  
CIVIC DESIGN REVIEW  
COMMUNITY ARTS  
& EDUCATION  
CULTURAL EQUITY GRANTS  
POPS SYMPHONY CONCERTS  
PUBLIC ART

Commissioners Present: Emery Rogers, Rod Freebairn-Smith, William Meyer

Staff Present: Nancy Gonchar, Richard Newirth, Michele Liapes

STREET ARTISTS LICENSES  
SUITE 70  
415.252.2581

The Meeting was called to order at 3:10 p.m.

ART COMMISSION GALLERY  
401 VAN NESS AVENUE  
415.554.6080

### 1. SFIA / Airport Rail Transit Remote Corridor Stations / Contract No. 5709, Phase 3

Willy Tsai, SFIA, and consultant Kenji Murokami presented phase 3 for the two airport rail transit remote corridor stations along McDonald Road. The team showed photos of the planned facility with the guideway in front of it. They reviewed the color palette and assured the Committee that colors would conform to those of the nearby rental car facility. The only change since phase 2 has been the addition of one elevator, to be positioned alongside the first one.

Commissioner Meyer inquired about the color coordination between the stations and the nearby rental car facility. He specified that the color shown on the drawing for the rental car facility be the one that would be actually used for the rental car facility itself, so that color coordination would be maintained.

Motion to approve SFIA / Airport Rail Transit Remote Corridor Stations / Contract No. 5709, phase 3.

Moved: Meyer

Vote: Unanimous

### 2. Ocean View Branch Library, Phase 1 and 2

Edgar Lopez, BOA, presented phase 1 and 2 for the new two-story 29' by 75' branch library planned for the corner of Ramsell and Randolph streets. There would be a main entrance on the north side and a secondary entrance on the west side. He presented drawings of the principal façade, the north elevation, showing simple, clean proportions. Tinted glass on the north side would provide natural light. A corner tower on the northwest corner would be lit from the inside at night. The façade would have a ceramic tile wainscoat and dark brown steel trellage with plantings of wisteria. There would be opportunity for the community to participate in the tile design. Other colors presented were periwinkle for the window frames, gold and deep blue for the tiles and tower, and cream for the plaster wall finish. There would also be wooden boxes for potted plants. The community has expressed interest in the maintenance of those plants.



CITY AND COUNTY OF  
SAN FRANCISCO





In response to a question from Commissioner Rogers, Mr. Lopez said that exposure to ocean winds did not seem to be a problem.

Commissioner Meyer suggested that the proposed glass would block too much natural light. He recommended that the glass be clear instead of tinted. Marcia Schneider, S.F. Public Library, agreed with Commissioner Meyer.

Commissioner Freebairn-Smith asked about the public art project. He was told that it would be some kind of ceramic tile work, and that a decision would be made by the visual arts committee. The Commissioner also expressed concern that the project did not encroach on neighboring properties. Mr. Lopez explained that he would be going before the Planning Commission to obtain a rear-yard variance.

Commissioner Rogers urged Mr. Lopez to work with the city landscape architects. He suggested that the project was too close to the ocean for the proposed wisteria to thrive. He also said that plant pockets on city streets often do not survive. He asked Mr. Lopez to be sure that the neighborhood really wanted the planter boxes proposed for the trellis in front. He asked Mr. Lopez to consider the addition of certain amenities, such as seating and a drinking fountain, to the front of the building. Mr. Lopez explained that the community was opposed to anything that would encourage loitering. He said that he would bring the subject up again at the next neighborhood meeting.

Commissioner Meyer said that he would agree to approve phase 1 and 2, provided that the following points were addressed in phase 3: (1) the replacement of tinted glass with clear glass; (2) the possible addition of public amenities, such as seating and a drinking fountain, to the front of the building; (3) a confirmation of what would be done with the plantings.

Motion to approve Ocean View Branch Library, Phase 1 & 2.

Moved: Meyer

Vote: Unanimous

### 3. Moscone Center Expansion Project, Phase 2

Ray Fong, Project Manager, and Kevin Hart, Gensler Architects, presented phase 2 of the three-story Moscone Center Expansion Project adjacent to the existing Moscone Center. The wall along Howard Street would be broken into stair towers of precast concrete and four retail spaces with canopies. There would be nine pairs of doors along Fourth Street. The Fourth Street façade would be mostly glass, with a frit pattern. Glass with a coarser frit pattern would be used for the west-facing bay windows and for those at the north end. An upper-level curved glass projection at the Fourth and Howard street intersection has been designed to conform to the geometry of Fourth Street. Mr. Hart also highlighted the public art work by Diller



and Scofido, a large collection of LED panels, programmed with a variety of live and videotaped images as well as images of activities taking place inside. The Minna Street façade would feature storage cabinets that would project slightly outward. An industrial wall of natural corrugated material is planned for the remaining façade because of the expectation that the wall of another building will be erected directly against it. The presenters described the building exoskeleton, designed to maintain stiffness for the glass as well as to support signs, light fixtures and other features. An interior endoskeleton would consist of a system of trusses and yokes. The lighting would cast light onto the ceiling so that there would be a glow at night, even though the building would not normally be in use. The metal would be in four different colors. The darkest would be for the storage cabinets and the large box-like structure behind. Metallic gray would be used for the aluminum windows, wall framing and the bay windows. Aluminum plate would be used for the retail space, the stair towers and the tower base infill. The lightest colored metal would be used for the exo- and endoskeletons.

Commissioner Freebairn-Smith expressed his concern for the erasure of the street life along Fourth Street. He also inquired about the possibility of creating a pedestrian way, possibly between Mission, Minna and Howard, within the block. He asked about a landscaping plan to create a livelier streetscape. He said he liked the subtlety of the finishes and colors.

The Commissioner requested that commercial leases that would keep the street alive at night be considered for the lobby. Mr. Fong explained that the lobby was meant to be used by the people who rented it, but that he would pass the recommendation on to Convention Facilities Director Jack Moerschbaeher.

Commissioner Meyer expressed his approval of the colors and materials. He asked the presenters to pay more attention to the bowstring trusses of the endoskeleton, which would be visible from the outside. He suggested that there should be more connection between the bowstring and the rectilinear structure.

Motion to approve Moscone Center Expansion Project, phase 2.

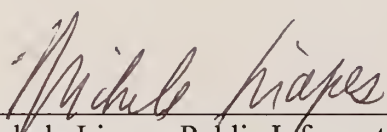
Moved: Meyer

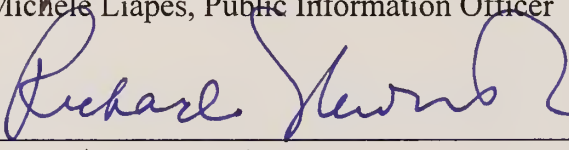
Vote: Unanimous

#### 4. Commission and Staff Reports

In an update on the Civic Center Plaza, Nancy Gonchar reported that the consultants were nearly ready with a design. The results of the workshops will be summarized at the next meeting about the project on August 6. All of the workshop groups have supported the concept of arts programming in the plaza. At the next meeting, their recommendations will be translated into vignettes of how such programming might be implemented.



Submitted   
Michele Liapes, Public Information Officer

Approved   
Richard Newirth, Director





AUGUST 1998



SEPTEMBER 1998





# SAN FRANCISCO ART COMMISSION

## CIVIC DESIGN REVIEW COMMITTEE

SPECIAL MONTHLY MEETING, SEPTEMBER 23, 1998

3:00 p.m.

25 VAN NESS AVENUE

COMMISSION MEETING ROOM SUITE 70

SAN FRANCISCO, CA 94102

### PROGRAMS

CIVIC ART COLLECTION  
CIVIC DESIGN REVIEW  
COMMUNITY ARTS  
& EDUCATION  
CULTURAL EQUITY GRANTS  
POPS SYMPHONY CONCERTS  
PUBLIC ART

STREET ARTISTS LICENSES  
SUITE 70  
415.252.2581

ART COMMISSION GALLERY  
401 VAN NESS AVENUE  
415.554.6080

### A G E N D A

**NOTICE:** With respect to agenda items, members of the public may address the Committee when the item is reached in the meeting after the presentation by the item representative. Speaker cards are available at all meetings. For information related to any of the following matters, please call Nancy Gonchar, Deputy Director, San Francisco Art Commission (415) 252-2584.

THE FOLLOWING ITEMS ARE SUBJECT TO DISCUSSION AND POSSIBLE ACTION WHICH MAY INCLUDE: MOTIONS OF RECOMMENDATION TO APPROVE PHASE(S) UNDER REVIEW OR A COMBINATION OF PHASE(S), RECOMMENDATION TO APPROVE WITH CONTINGENCIES, RECOMMENDATION TO DISAPPROVE, RECOMMENDATION TO DEFER APPROVAL. (PHASE I DESIGN CONCEPT; PHASE II DESIGN DEVELOPMENT WITH COLORS AND MATERIALS; PHASE III FINAL APPROVAL)

Roll Call: Commissioners Freebairn-Smith, Gatti, Meyer, Rogers

- I. MUNICIPAL RAILWAY PROJECT M305 / 3<sup>rd</sup> STREET LIGHT RAIL TRANSIT PROJECT  
Information Presentation Urban Design Concepts  
Dennis Tsai, Project Manager, MUNI  
Barbara Maloney, Urban Design Planning
- II. PERFORMING ARTS GARAGE ACCESSIBILITY WORK PROJECT  
Job Number 2278Q  
Phase 1 & 2  
Roger Wong, Project Manager, DPW  
Andre Salvador, Architect, DPW
- III. ADSHEL NEWS RACK PROJECT  
Phase 1 & 2  
Dan Brugmann, News Rack Project, DPW  
Stephen Feinberg, President/CEO Adshel
- IV. MID-MARKET PUBLIC IMPROVEMENTS  
Phase 1 & 2  
Mike Quan, Project Manager, DPW  
John Thomas, Landscape Architect, DPW



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- V. CIVIC CENTER DISTRICT LIGHTING  
Phase I & 2  
Jorge Alfaro, Project Manager, DPW  
John Thomas, Landscape Architect, DPW
- VI. GOLDEN GATE PARK RESERVOIR & PUMP STATION  
Phase 3  
Edmund Shum, Project Architect, DPW
- VII. SAN FRANCISCO DOWNTOWN PEDESTRIAN SIGNAGE PROJECT  
Job Number 1708N  
Phase 2 & 3  
Susan Ferreyra, Project Architect, DPW  
Lonny Israel, Environmental Graphic Consultant, SOM

9-16-98







# SAN FRANCISCO ART COMMISSION

## MINUTES SPECIAL VISUAL ARTS COMMITTEE Wednesday, September 23, 1998 2:00 p.m. 25 Van Ness Avenue, Suite 70

### PROGRAMS

CIVIC ART COLLECTION  
CIVIC DESIGN REVIEW  
COMMUNITY ARTS  
& EDUCATION  
CULTURAL EQUITY GRANTS  
SYMPHONY CONCERTS  
PUBLIC ART

THEATRE ARTISTS LICENSES  
SUITE 70  
415.252.2581

COMMISSION GALLERY  
31 VAN NESS AVENUE  
415.554.6080

**Commissioners Present:**  
Ralph Guggenheim, Chair  
Stanlee Gatti  
Dugald Stermer

SEE ITEM NO. 5  
THIRD STREET  
LIGHTRAIL

**Staff Present:**  
Richard Newirth, Director  
Nancy Gonchar  
Jill Manton  
Rupert Jenkins  
Debra Lehane  
Tonia Macneil  
Judy Moran  
Susan Pontious  
Esther Reyes

The meeting was called to order at 2:15 p.m.

### I. **Consent Calendar**

Motion: Motion to approve the following consent calendar items.  
Moved: Gatti/Stermer  
Vote: Unanimous

- A. Motion to increase finalist honoraria amounts by \$250 each to Joe Sam, Wayne Healy of East Los Streetscapers and Larry Sultan for a total honorarium of \$500 per finalist for the Martin Luther King, Jr. Pool Public Art Project.
- B. Motion to modify contract #CT288PUB1322 with Cheryl R. Riley/Right Angle Designs for 9-1-1 project to provide nighttime security at the job site, and to increase the contract amount by an amount not to exceed \$2,200.
- C. Motion to pay Ella Hill Hutch Community Center an amount not to exceed \$2,000 for additional intern work on Cheryl Riley's 9-1-1 project.
- D. Motion to increase amount to Dan McLean for concrete repair work on Embarcadero Promenade Ribbon by up to \$2,000, for a total amount not to exceed \$7,000.
- E. Motion to accept into the Civic Art Collection with gratitude a gift from Cheryl Riley of 4 California Indian Spoon Sconces for the Bayview Police Station Community Conference Room.
- F. Motion to accept into the Civic Art Collection with gratitude a gift from the Mexican Government by Enrique Chagoya of a mural titled "Latino/Americana," 1998, pastel, charcoal on paper mounted on canvas, 160 x 160 " for the New Main Library, valued at \$15,000.
- G. Motion to authorize the Director of Cultural Affairs to enter into contract with Genevieve Baird in the amount of \$40,000 for the conservation of Lotta's Fountain.



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SAN FRANCISCO

- H. Motion to authorize the Director of Cultural Affairs to enter into contract with Rocket Science in the amount of \$40,000 for the technical assistance on the Lotta's Fountain Restoration Project.
- I. Motion to authorize the Director of Cultural Affairs to enter into contract with Brass Ring Entertainment in the amount of \$37,000 for the repair and replacement of cranks and bearings for the Golden Gate Park Carousel.
- J. Motion to approve loan of painting by Alan Laird to exhibition at the San Francisco African American Historical & Cultural Society.
- K. Motion to approve proposed Artist-in-Residency Program for the Mental Health Rehabilitation Facility and the proposed budget of \$29,000.

## II. New Art Enrichment Projects

### A. North Beach Pool

Jill Manton reported that the North Beach Pool, located at Lombard and Mason Streets, was being renovated. Opportunities for art enrichment may include a tile or sculptural relief artwork for the building exterior or entrance lobby to provide a sense of arrival and to reference facility activities. The total budget allocated to the Art Commission will be approximately \$42,000 with \$30-\$35,000 for the artist contract. Issues relative to an existing mural on the building facade will be investigated prior to the artist recruitment process. A community representative stressed the need to use the artwork to create a sense of fun and playfulness to the area, as the community hopes it will serve as a recreational gathering place. Art Commission staff will meet with the community to discuss possibilities.

### B. Islais Creek MUNI Facility

Ms. Manton reported that artist Nobuho Nagasawa had originally been selected through the Art Commission's open selection process six years ago, to design and implement an artwork for the Islais Creek MUNI facility. No contract was ever issued to commence work because the project had been placed on indefinite hold. The Art Commission was recently informed that the project has since moved forward. The architects are at 40% completion of construction documents, so opportunities for the integration of artwork will be more restricted. There may be opportunities for artwork in the open space adjacent to the facility or the Gilly room, where bus drivers gather for breaks between shifts. Ms. Nagasawa is currently working as a member of an artist team selected for the Third Street Light Rail Public Art Project. Staff requested that the Art Commission honor its original selection. The artwork budget has not been finalized and is estimated to be approximately \$200K.

### C. Tenderloin Police Task Force

Ms. Manton stated that 2,000 square feet of the Tenderloin Police Task Force facility located at Jones and Eddy Streets, across from Father Boedekker Park, is being renovated. Artwork opportunities may consist of ceramic tile on the building exterior or in the small public lobby. This project is on an expedited schedule and is expected to be completed within one year. The total art enrichment budget has been estimated at \$36,800.

### D. Union Square Plaza

Ms. Manton informed the committee that designers April Phillips and Michael Fotheringham had been selected as winners of the Union Square Plaza design



competition. The selected design has not been approved yet by the Civic Design Committee. There are a wide range of opportunities for artwork ranging from free-standing sculptures to paving and entrygate designs. The project is being funded entirely with private funds generated from parking garage receipts so art enrichment funds are not mandated. However, the Department of Parking and Traffic has agreed to allocate approximately 2% of the construction budget for artwork, constituting between \$200 - 300K. As the project is privately funded and on an expedited schedule, the Art Commission will conduct a limited competition. Recruited artists will still undergo selection by an independent selection panel.

Ms. Manton requested that the Fire Station #35 item be carried over to the next Visual Arts Committee meeting.

Commissioner Gatti requested that all items be approved with the exception of the Union Square project, as he did not believe that the plaza design would be approved by Civic Design.

Motion: Motion to approve public art programs proposed for the North Beach Pool, Islais Creek MUNI Facility, and Tenderloin Police Task Force, and approval to proceed with artist recruitment.

Moved: Gatti/Stermer

Vote: Unanimous

### III. Collections

Debra Lehane reported that the Martin Luther King, Jr. Pool on Third Street at Carroll is scheduled to be demolished beginning in September to make way for a new pool facility on an expedited construction schedule per the Mayor's instructions. The new construction will generate a public art budget for new facility artwork, as designated by the City Charter. Artist JoeSam has been selected through an open selection process to create artwork for the new facility.

A mosaic tile mural by artist Anthony Stellan entitled "Brotherhood of Man" was installed in 1968 when the pool first opened and presented to the city as a gift to the facility by Mayor Alioto. Six ceramic tile murals by Horace Washington were added in the mid-80s by the Office of Community Development and are being retained by the Recreation and Parks Dept. The Stellan mural had not been considered for retention by Rec/Parks until the issue was brought to the attention of Art Commission staff.

Mr. Stellan spoke briefly about the mural concept. The mural contains imagery symbolizing infinity made up of contrasting dualities, as well as illustrating the harmonious balance of light/dark, night/day, and black/white. It also has an ecological message calling for unity in saving the earth. The mural is mounted directly on a concrete block wall, which will make it difficult to remove. The current replacement value of the mural is \$90,000, according to the artist.

The project demolition contractor has provided an estimate of \$150,000 for removal of the mural and the artist has submitted an alternate bid of \$128,000. Carol Tatum from Recreation and Parks stated while Recreation and Parks would like to save the mural, there was no funding available to do so. If funding can be secured by outside sources, the mural may be relocated. The wall containing the mural has been scheduled for later demolition than the rest of the structure while funding options are explored. Ms. Tatum noted that there had already been some damage sustained by the mural during building demolition, but that DPW staff would monitor it to make sure that no further damage would take place.

Ms. Lehane advised the committee that per California Civil Code, Section 987, the city is required to give 90 days notice of its intent to destroy the mural in order to give the artist and other interested parties the opportunity to remove the mural at their own expense. Discussion ensued regarding the advisory role of the Art Commission and legal requirements. The committee concluded that the best course of action would be to serve the 90 day notice to enable the project to move ahead, but instructed Art Commission and Rec and Park staff to conduct research into funding opportunities for saving the mosaic mural.

Motion: Motion to serve 90 day public notice of intent to destroy mural by Anthony Stellan entitled "Brotherhood of Man," housed at existing Martin Luther King, Jr. Pool facility while exploring options for relocation funding, including the Mayor's Office, the Alioto family, and the Board of Supervisors.

Moved: Stermer/Gatti

Vote: Unanimous

Ms. Lehane requested approval of text for a new plaque for the area adjacent to Roald Amundsen monument in Golden Gate Park.

Motion: Motion to approve text proposed for new plaque for area adjacent to Roald Amundsen monument, Golden Gate Park.

Moved: Gatti/Stermer

Vote: Unanimous

#### **IV. Gallery**

This item was carried over.

#### **V. Bernal Heights Mission Street Sidewalk Extension Project**

Judy Moran presented Brian Goggin's final designs for a series of nine bus bulb artworks entitled "SubStrada" to be installed on Mission Street in Bernal Heights. The artist proposed rendering artwork resembling portal covers in historic textures such as cobblestone and plank roads or with cast impressions (such as footprints and wagon ruts) along with one word of text on each piece. A small sign with a haiku poem will be mounted adjacent to each artwork providing more information about the source for the artwork.

Motion: Motion to approve the final designs for a series of nine concrete bus bulb artworks by artist Brian Goggin to be fabricated and installed on Mission Street in Bernal Heights.

Moved: Stermer/Gatti

Vote: Unanimous

#### **VI. Market Street Art in Transit**

Ms. Moran presented slides of past work and gave a brief overview of the proposals submitted by the four finalists and two alternates selected for the 1999 Market Street Art in Transit Kiosk Poster Series, to be installed for three months per series from January, 1999, through January, 2000.

Motion: Motion to approve the artist team of Amy Berk and Andy Cox, Margaret Kilgallen, Michael Loggins with Harrell Fletcher, and Amy Claire



Trachtenberg for the 1999 Market Street Art in Transit Program Kiosk Poster Series, to authorize the Director of Cultural Affairs to enter into a contract with each artist for an amount not to exceed \$8,000 per artist, and to approve the selection of Rudy Lemcke and Sandra Wong as two alternatives.

Moved: Gatti/Stermer

Vote: Unanimous

**VII. Moscone Convention Center**

This item was carried over.

**VIII. Third Street Light Rail**

The Civic Design Committee joined the Visual Arts Committee for a presentation of preliminary concepts by MUNI's urban designers and review of conceptual designs by the three artist teams commissioned for the project.

Dennis Tsai, MUNI's project manager, stated that MUNI had been working on the Third Street Rail corridor designs with an urban design team and the three artist teams since May, 1998. The main focus has been to integrate the artwork into the urban design elements.

Barbara Maloney, one of the urban design consultants, said she had been working with many groups including urban designers, planners, architects and the artist teams. She gave a brief overview of the Third Street corridor, which will extend from King and 4<sup>th</sup> Streets to the county line near the Caltrain station. Special emphasis will be placed on upgrading the Bayview Commercial core. The team has been working on analyzing the project area and has developed draft design guidelines which incorporate the various city agency rules and regulations. The project is currently in the conceptual design phase. The design team will work on narrowing down the many conceptual proposals to a set of preferred design concepts.

Ms. Maloney described the process of community outreach and involvement, stating that two community meetings had been held where the team's analyses were presented and community members were invited to participate in determining and articulating what was important to the community. The team received feedback from the community, which underscored its desire to have the design reflect: 1) a feeling of connection to the City; 2) the area's multi-cultural heritage and strong work ethic; and 3) information about local history.

Michael Smiley presented the team's overall urban design concept highlighting elements which attempted to address the community's feedback. The team has divided the corridor into four key districts: Mission Bay, which will serve as an entertainment center; Dogpatch, a residential area; the Bayview Commercial Core; and Visitacion Valley. Unifying elements, which will tie all of the areas together, will include major lighting fixtures, corridor trees, the trackway and stations. Each area will also have a distinguishing pattern of pedestrian-scaled lighting and trees, as well as an identifying trackway paving.

Dan Tuttle addressed the ways the distinguishing elements will be integrated into the system. He elaborated upon trackway paving, the use of color, maintenance concerns, plantings of identity trees, and lighting possibilities.

Toby Levy spoke about shelter and platform designs consisting of canopies, marquees, and windscreens/advertising shelters.

Jill Manton provided a brief overview of how the work scope and focus was divided for the three artist teams. Judy Moran presented the artist team preliminary concepts which will consist of system-wide and neighborhood specific designs. These

concepts include overall platform design, windmill sculptures, platform paving elements, flip seating designs, marquee designs (some with a lighting element), sound sculptures, Caltrain parking lot trellises, bamboo-based patterns for retaining walls, design elements reflecting Afro-centric and Asian sources, and references to filmmaking and shipbuilding history. The art enrichment budget of approximately \$1 million is quite modest, as it will be used for 19 platforms.

Motion: Motion to approve the conceptual designs for the Third Street Light Rail Project submitted by three artist teams, including 1) Mission Bay/Potrero Hill/Central Waterfront team with Ken Smith, Bill & Mary Buchen, and Chris Andrews; 2) Bayview/Hunters Point team with Horace Washington, Fred Hayes, and Joe Sam; and 3) Visitation Valley/Little Hollywood team with Nobuho Nagasawa, Anita Margrill and Vicki Scuri.

Moved: Gatti/Stermer

Vote: Unanimous


Motion: Motion to increase the design fees to the three Artist Teams selected for the Third Street Light Rail up to a total, cumulative amount not to exceed \$110,000, and project travel and per diem expenses for all three artist teams (10 artists) for a total amount not to exceed \$30,000 for Phase I (Conceptual Design), through March, 1999.

Moved: Gatti/Stermer


Vote: Unanimous

IX. The meeting was adjourned at 3:45 p.m.

Submitted,

  
Esther Reyes  
Public Art Program Asst.

Approved by,

  
Richard Newirth  
Director of Cultural Affairs





# SAN FRANCISCO ART COMMISSION

## **Civic Design Review Committee Special Monthly Meeting Minutes September 23, 1998, 3 p.m. 25 Van Ness Avenue, Suite 70**

### PROGRAMS

IC ART COLLECTION  
VIC DESIGN REVIEW  
COMMUNITY ARTS  
& EDUCATION  
RAL EQUITY GRANTS  
MPHONY CONCERTS  
PUBLIC ART

ET ARTISTS LICENSES  
SUITE 70  
415.252.2581

MISSION GALLERY  
VAN NESS AVENUE  
415.554.6080

The Meeting was called to order at 3:45 p.m.

Commissioners present: Emery Rogers, Rod Freebairn-Smith, Stanlee Gatti  
Staff present: Nancy Gonchar, Richard Newirth, Michele Liapes

### **1. Municipal Railway Project M305 / 3<sup>rd</sup> Street Light Rail Project**

Civic Design Committee chair Emery Rogers opened discussion on the project. The discussion followed an informational presentation by Denis Tsai, Project Manager, MUNI, and Barbara Maloney, Urban Design Planning, on the urban design concepts of the project before a combined meeting of the Visual Arts and Civic Design committees.

Commissioner Gatti said that he hoped the visual themes of the expansive project would be executed to conform to the neighborhoods. Commissioner Freebairn-Smith also commented on the magnitude of the project, its relationship to land use, his concern that it be thoroughly thought through, and the necessity of careful coordination between MUNI, the Planning Commission, and the Art Commission Civic Design and Visual Arts committees. He also commented on the expectation that the new transit service would make the Bayview District a more vital area. He said that he wanted to know the correlation between the Urban Design Element of the S.F. Master Plan and the guidelines that MUNI was using for the project. He stressed the need for sufficient time to generate inspirational design and art work.

Commissioner Rogers expressed concern about the compressed time plan. The project team confirmed that the intention was to break ground in one year, and to complete the project by mid-2003.

In response to a question from Commission Rogers about the design of the stations, the presenters described the collaboration between the artists and the urban design consultants. They said that it had been decided that for stations that were neighborhood hubs, the art would be designed to be more relevant to those areas.

Commissioner Rogers also raised the issue of advertising on platforms, and the plan to line up the panels for these stations. He said that he found the alignment unattractive. On the station design, he said that the collection of planes and voids was harsh. He expressed concern that the neighborhood platforms would not be pleasing or comfortable.



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The project team responded that they had presented only the basic concept spaces, and that the individual designs for each station would get more life as they were developed.

Commissioner Freebairn-Smith requested that the Civic Design Committee minutes be copied to the planning department staff.

**2. Performing Arts Garage Accessibility Work Project,  
Job Number 2278Q, Phase 1 & 2**

Roger Wong, DPW, and Andre Salvador, DPW BOA, presented plans for the new ADA access ramp to the entrance. The existing stairway will be revised so that half will be a stairway and the other half a ramp. The ramp will be concrete with guardrails of stainless steel tubes and wire mesh.

Motion to approve Performing Arts Garage accessibility work project, Job Number 2278Q, phase 1 & 2.

Moved: Freebairn-Smith

Vote: Unanimous

**3. Adshel News Rack Project, Phase 1 & 2**

Dan Brugmann, DPW, and Stephen Feinberg, Adshel, presented the design for modular units to replace the existing free-standing news racks in the neighborhoods and commercial districts.

Units will be bolted into the sidewalk. They can be customized to different locations, such as slopes, and the number of boxes will vary depending on the location. The standard design would be a six-box unit of dark green steel. One thousand units will be installed. Of these, 450 (in commercial districts only) would be permitted to have advertising on the back. The Adshel company will maintain all units.

In response to a question from Commissioner Freebairn-Smith, Mr. Feinberg confirmed that maintenance for all damage including graffiti was the company's responsibility. He said that service technicians would respond within 24 hours of notification.

In response to a question from Commissioner Rogers, Mr. Feinberg said that the unit locations would be those already occupied by the free-standing racks. The guideline of six feet of clear sidewalk would be observed.



Motion to approve Adshel news rack project, phase 1 & 2.

Moved: Freebairn-Smith

Vote: Unanimous

#### **4. Mid-Market Public Improvements. Phase 1 & 2**

Jorge Alfaro, DPW, and John Thomas, landscape architect, DPW, presented plans for new street lighting to provide increased pedestrian and vehicle safety and to visually unite the district with other districts by consistent light fixtures. The preliminary plan calls for lighting on one-block segments of Fifth Street, Eighth Street, and Golden Gate Avenue feeding in to Market Street. The lamps of the fixtures would be double teardrop luminaires on opposite sides of the pole. The color of the fixtures would be the same green as on the kiosks and restrooms.

In response to a question from Commissioner Rogers about Muni lines, Mr. Thomas answered that only Eighth Street had wires, and that the poles on that block would be increased in height to 27 feet so that they could support the wires.

In response to a question from Commissioner Gatti about the colors of other light fixtures on Market Street, Mr. Thomas said that the intention was for the Path of Gold lights, which are blue, to retain their distinct identity.

Commissioner Freebairn-Smith objected to the lack of precise information on levels of light provided by the new fixtures. He expressed concern about the potential for overlighting. Mr. Alfaro raised the issue of the city's responsibility to meet requirements established by the PUC. He said that he wanted more information on proposed light levels and their effects on that space. He also said that he supported efforts to provide safer lighting toward Mission Street.

Commissioner Rogers said that the amount of information presented was not sufficient. He said that he wanted to see the locations of the new fixtures first. He objected to the fact that no color samples had been provided.

The presenters agreed to provide the Committee with drawings of the project.

The Committee agreed that they could approve phase 1, but not phase 2.

Motion to approve Mid-Market public improvements, phase 1.

Moved: Rogers

Vote: Unanimous





## 5. Civic Center District Lighting, Phase 1 & 2

Mr. Alfaro and Mr. Thomas also presented plans for a pilot project for six light fixtures on one block of Polk Street between City Hall and the plaza. . The poles would provide for either single or double-headed lights. The lights would give people a level of comfort on entering the plaza.

Commissioner Freebairn-Smith raised the issue of how the lighting would affect views of the dome and other building facades. He said the balance of light levels was critical, and that he would like details on the light levels and their impact on the surroundings.

Consultant Angela McDonald said that she could provide models that would show City Hall, the lights, and the relative brightness of the lighting. The presenters also said that the lighting levels reached minimum levels for IES standards.

The committee members agreed to approve phase 1 of this project, but not phase 2.

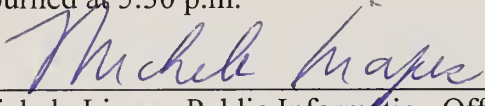
Motion to approve Civic Center district lighting, phase 1.

Moved: Rogers

Vote: Unanimous

The Meeting adjourned at 5:30 p.m.

Submitted

  
Michele Liapes, Public Information Officer

Approved

  
Nancy Gonchar, Deputy Director





OCTOBER 1998





# SAN FRANCISCO ART COMMISSION

## CIVIC DESIGN REVIEW COMMITTEE

REGULAR MONTHLY MEETING, OCTOBER 19, 1998

3:00 p.m.

25 VAN NESS AVENUE

COMMISSION MEETING ROOM SUITE 70

SAN FRANCISCO, CA 94102

### PROGRAMS

CIVIC ART COLLECTION  
CIVIC DESIGN REVIEW  
COMMUNITY ARTS  
& EDUCATION  
CULTURAL EQUITY GRANTS  
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401 VAN NESS AVENUE  
415.554.6080

### A G E N D A

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THE FOLLOWING ITEMS ARE SUBJECT TO DISCUSSION AND POSSIBLE ACTION WHICH MAY INCLUDE: MOTIONS OF RECOMMENDATION TO APPROVE PHASE(S) UNDER REVIEW OR A COMBINATION OF PHASE(S), RECOMMENDATION TO APPROVE WITH CONTINGENCIES, RECOMMENDATION TO DISAPPROVE, RECOMMENDATION TO DEFER APPROVAL. (PHASE I DESIGN CONCEPT; PHASE II DESIGN DEVELOPMENT WITH COLORS AND MATERIALS; PHASE III FINAL APPROVAL)

Roll Call: Commissioners Freebairn-Smith, Gatti, Meyer, Rogers

- I. GOLDEN GATE PARK RESERVOIR & PUMP STATION  
Phase 3  
Edmund Shum, Project Architect, DPW
- II. SAN FRANCISCO DOWNTOWN PEDESTRIAN SIGNAGE PROJECT  
Job Number 1708N  
Phase 2 & 3  
Susan Ferreyra, Project Architect, DPW  
Lonny Israel, Environmental Graphic Consultant, SOM
- III. MID-MARKET PUBLIC IMPROVEMENTS  
Phase 2  
Mike Quan, Project Manager, DPW  
John Thomas, Landscape Architect, DPW
- IV. FILMORE STREETSCAPE  
Phase 2  
Chuck Leoni, Architect, Michael Wills and Associates
- V. CIVIC CENTER DISTRICT LIGHTING  
Phase 2  
Jorge Alfaro, Project Manager, DPW  
John Thomas, Landscape Architect, DPW



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SAN FRANCISCO



- VI. NO. 1 CALIFORNIA/ NO. 4 SUTTER LINES TROLLEY  
OVERHEAD RECONSTRUCTION PROJECT:  
REPLACEMENT OF LIGHTS ON SUTTER STREET  
Phase 1 & 2  
Lisa Chow, Project Manager, MUNI  
Albert Hoe, Project Engineer, MUNI  
John Katz, Project Planner, MUNI  
Ray Yamagishi, Lighting, Heat & Power  
Len Grossman, PG&E
- VII. MUNI ISLAIS CREEK MAINTENANCE FACILITY PROJECT  
Phase 1 & 2  
Robin Chiang, Project Architect, Robin Chiang and Associates  
Kerstin Magary, Senior Project Manager, MUNI  
Jim Gravesande, Project Manager, Gannett Fleming  
Ben Leung, Project Manager, MUNI
- VIII. SAN FRANCISCO INTERNATIONAL AIRPORT:  
CNG STATION PROJECT  
Phase 1 & 2  
Gary Franzella, Assistant Deputy Airport Director  
Roger Hooson, Landside Operations, San Francisco International Airport
- IX. OCEAN VIEW BRANCH LIBRARY PROJECT  
Phase 3  
Edgar Lopez, Project Architect, BOA
- X. UNION SQUARE IMPROVEMENT PROJECT  
Informational Presentation  
Don Alameida, Project Manager DPW
- XI. CLARENDON AREA PUMP STATION PROJECT  
Phase 1 & 2  
Karen Kubick, Project Manager  
Andrew Shum, Project engineer BOE  
Martha Ketterer, Landscape Architecture  
Mark Dorian, Project Architect, BOA  
Will Kwan, Project Architect, BOA  
Barry Pearl, Planning







# SAN FRANCISCO ART COMMISSION

**San Francisco Art Commission  
Civic Design Committee Meeting Minutes  
October 19, 1998, Monday 3 p.m.  
25 Van Ness Avenue, Suite 70.**

## PROGRAMS

CIVIC ART COLLECTION  
CIVIC DESIGN REVIEW  
COMMUNITY ARTS  
& EDUCATION  
CULTURAL EQUITY GRANTS  
DPS SYMPHONY CONCERTS  
PUBLIC ART

STREET ARTISTS LICENSES  
SUITE 70  
415.252.2581

COMMISSION GALLERY  
401 VAN NESS AVENUE  
415.554.6080

Commissioners present: Emery Rogers, Rod Freebairn- Smith, William Meyer  
Commissioners absent: Stanlee Gatti  
Staff Present: Richard Newirth, Nancy Gonchar, Michele Liapes

The meeting was called to order at 3.30 pm. No action was taken until Emery Rogers' arrival at 3.45 p.m. as at least three committee members are needed to form a quorum.

### **1. Golden Gate Park Reservoir & Pump Station Phase 3**

Gary Moy, DPW, presented the Golden Gate Reservoir & Pump Station, for final design approval. No outside changes had been made to the building's exterior since Phase 2.

Motion to approve Golden Gate Park Reservoir & Pump Station Phase 3.

Moved: Emery Rogers

Vote: Unanimous

### **2. Ocean View Branch Library Project Phase 3**

Edgar Lopez, Project Architect, BOA, presented phase three of the Ocean View Branch Library Project, for final design approval. The changes to the phase two design were made in response to the Committee's review of project. Changes to the building included clear, insulated glass for the majority of the windows, and laminated glazing with a white inner layer for the remaining glassed area. Changes to the landscaping included substituting the wisteria with passion vine on the trellis, as it is a robust evergreen that will survive the ocean environment, and selecting two flowering evergreens as street trees. As the community wished to discourage people from loitering around the front of the building, bike racks and planter boxes were the only public amenities allocated for the exterior of the building.

Commissioner Freebairn- Smith expressed his disappointment in the community's request to limit the number and type of amenities. He was also concerned with the maintenance of the passion vine, as the trellis should be considered crucial to the building's design. Marcia Schneider, SFPL, confirmed that the Department of Recreation and Parks would be responsible for the vine's maintenance.



CITY AND COUNTY OF  
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Motion to approve Ocean View Branch Library Project Phase 3  
Moved: William Meyer  
Vote: Unanimous

**3. San Francisco Downtown Pedestrian Signage Project.  
Phase 2**

Susan Ferrayra, Project Architect DPW, and Lonny Israel, Graphics Consultant, SOM, presented the developed designs for phase 2 of the Downtown Pedestrian Signage Project. The project aims to provide highly visible, clearly legible signage, with general information for popular destinations, and will utilize classic sign elements, such as cantilever blades and maps. The asymmetrical composition will provide a modern appearance. The principal signposts display a large city map, clearly marked 'San Francisco', and will indicate the viewer's point of arrival. Both principal and secondary signposts will be positioned at regular distance, perpendicular to the curb. The signpost's pole, core and flanges will be fabricated from stainless steel. The maps will be rendered in porcelain enamel. The color scheme will accent the lighting standards on Market Street and the Civic Center, with deep blue on the pole base and metallic gold at the shaft's top. The signage blades feature white text over a contrasting blue background. The paving base will be filled with Academy Black or a similar rendering in cement. Principal signage markers will feature a text/ art element integrated at the base.

Commissioner Meyer liked the design, but was dissatisfied with the color selection. He felt a lighter gold would provide a greater contrast. He recommended that the solar north should orientate the signs. He asked if lighting was a design consideration.

Commissioner Freebairn-Smith also wished to see lighting included in the proposal. He was concerned that a signage project would add visual clutter to the precinct, and asked about the maps that MUNI had already established. He questioned the flow of pedestrian traffic, and how the work would be maintained.

Commissioner Rogers said he liked the system, but was troubled by the map size and the position of the blades. He asked if locations had been finalized.

The presenters replied that some locations were decided, and about one fourth of them were not. They said that the budget could not accommodate lighting, as this would limit the project to Market Street. They stressed the necessity of the maps, as MUNI's were difficult to read, poorly maintained and not tourist oriented. They established that the signs were aligned with existing street furniture, would not impede pedestrian traffic, and met all ADA requirements. They confirmed that DPW would maintain the work and that all signs were double sided and that the gold could be changed.

The Committee stipulated that the gold must be lighter in order to receive Phase 3 approval. The presenters said that a sample of a more brilliant gold for the posts and a detailed map of site allocations would be presented for Phase 3 final approval.





Motion to approve the San Francisco Downtown Pedestrian Signage Project Phase 2.

Moved: William Meyer

Vote: Unanimous

#### **4. Fillmore Streetscape Progress report**

Rod Henmi, Michael Willis and Associates, presented a concept progress report for the Fillmore Streetscape. Changes to the previous proposal were made in response to the Committee's desire to see more richness and variety in the design. The revised landscaping featured Liquid Amber, Ficus and Raywood Ash, with palms recommended for the playspace. Continuous paving inserts will be positioned in O'Farrell Plaza, the mini park on Turk, and the bridge. Deep blue was selected as the paving color, for richness and reference to the 'Blues'. Paving was recommended for all six blocks. The bridge will have an 8 -foot continuous canopy suspended from the lightposts on either side of the street. The Plaza will feature blue and white checkered paving, imprinted with quotations and memorials relating to people who had lived in the area. Banners defining district activities will line Fillmore Street, while trees edge the parking lot side. Fillmore will also feature paving plaques indicating famous addresses and local identities. The community had approved this proposal.

Commissioner Meyer queried the appropriateness of the blue, as it did not carry enough musical significance, and would look too patriotic in the plaza. He urged the presenters to think about the nature of the activity that was being reflected. He approved of the banners.

Commissioner Freebairn- Smith expressed his concern with further disruptions to the street and recommended that the project coordinate with City Planning. He said that the overall design still lacked intensity, character and needed to be more daring. He suggested a more liberal signage policy within the precinct would help create a more lively appearance.

Emery Rogers was satisfied with the project's progress.

#### **5. Mid Market Public Improvements Project Phase 2**

John Thomas, landscape architect, DPW, presented the developed lighting design for mid Market, for phase two approval. The project aims to improve lighting levels on Market's tributaries, and the areas targeted this fiscal year include 5th Street, Golden Gate Avenue and 8<sup>th</sup> Street. The levels on these streets are presently below IES standards. A more ambient, direct and uniform effect will be achieved by configuring the posts oppositionally, closer together, and by using more lamps with lower wattage. The lights presently carry 400 watts, and will be replaced with 70-watt high-pressure sodium lamps.



Commissioner Meyer asked if there were any significant design changes to the style of the light posts. Mr. Thomas confirmed that the style selected complemented the Golden Gate Theater's existing streetlights. Commissioner Meyer asked if he had samples of the lamps, and Mr. Thomas said that the manufacturer had none available at the moment.

Motion to approve the Mid Market Public Improvements Project, Phase 2.

Moved: Emery Rogers

Vote: Unanimous

**6. Civic Center District Lighting Project.  
Phase 2**

Angela McDonald presented the developed designs for the Civic Center District Lighting project, for Phase 2 approval. The plan proposed to identify the significance of City Hall; to draw attention to the Plaza's new identity; and to provide appropriate secondary lighting for the roadway in relation to patterns and fixtures. Three headed lamps mark the Plaza's central axis. Polk Street would show more uniformity, featuring more fixtures with less brightness. The presenters proposed two 100-watt bulbs for each fixture. Lighting would be included for car park entrances. The overall design referenced the site's original lighting scheme.

Commissioner Freebairn- Smith stressed that a hierarchy of lights was necessary to draw attention to City Hall. He also was concerned that lighting levels not be too low in the in the Plaza's quadrants.

Motion to approve Civic Center District Lighting Project Phase 2.

Moved: William Meyer

Vote: Unanimous

**7. No. 1 California / No.4 Sutter Lines Trolley Overhead Reconstruction Project  
Phase 1 and 2**

Lisa Chow, Project Manager, MUNI, and Albert Hoe, Project Engineer, MUNI, presented the No. 1 California / No. 4 Sutter Lines Trolley Overhead Reconstruction Project for Phase 1 and 2 approval. The project will replace the lighting poles on Sutter Street, along the seven blocks between Van Ness and Mason. The lights will feature new heads and base covers. The head selected would be a general match to the existing fixtures. The first three blocks from Mason to Leavenworth will be refurbished as a continuation of the Path of Gold. Leavenworth to Van Ness will have the same clam shell base design as Mission Street. Dark green was the recommended color for all the posts.

Commissioner Freebairn- Smith said the color did not reflect the neighborhood.

Commissioner Rogers was also unimpressed with the color selection.





Commissioner Meyer preferred the projection of the original fixture. He suggested that a range of colors should be used to define particular blocks. He asked about materials.

Mr Hoe replied that the poles were fabricated from galvanized steel, and the base from cast iron, and confirmed that a color prototype would be displayed for public comment.

The committee said that they were unable to make a decision on color from the samples presented. They agreed to approve Phase 1 only.

Motion to approve No.1 California / No.4 Sutter Lines Trolley Overhead Reconstruction: Replacement of lights on Sutter Street Phase 1.

Moved: William Meyer

Vote: Unanimous

#### **8. MUNI Islais Creek Maintenance Facility Project Phase 1 and 2**

Kerstin Magary, Senior Project Manager, MUNI, and Robin Chiang, Project Architect, presented the concept and developed design for the Islais Creek Maintenance Facility, for phase one and two approval. The project entails moving MUNI's maintenance facility from Kirkland at Fisherman's Wharf. The new 5.82 acre site is a former Copra refinery, and currently backs onto a DPW sewer. The building's exterior appears industrial with an Art Deco influence. The main amenity has three levels, including service bays, offices, and training center. Other buildings include staff amenities and fuel station. The design permits expansion to the Cesar Chavez façade. Indiana Street's entrance features a space frame canopy fabricated from green fiberglass and stainless steel. The Islais Creek façade features air vents disguised as 'portholes', aiming to lessen the building's visibility from the creek. The Indiana Street wall feature ochre masonry. All glazing will be tinted silver gray. The waterfront is allocated as public space, and is the nominated art treatment area. This proposal has been discussed with Jill Manton. The design work for art project has not yet begun.

Commissioner Meyer approved the building's design and thought it was a clever solution for a difficult space. He said the colors should reflect the drawings and not the samples presented. He questioned the landscaping. Mr. Chiang suggested double planting on Indiana, however MUNI did not want trees on their side of the street. He added that no trees were proposed for the waterfront as no agency could be made responsible for its maintenance.

Commissioner Freebairn-Smith was very impressed with the design, but objected to the land use. He stressed that the water front was a valuable city asset, and should be exempt from further industrial usage. He was disturbed by the site plan and asked why the employee's facility was not positioned on the waterfront, and why this zone could not be increased. He suggested that MUNI should relocate the facility. Mr. Chiang replied that



the site's orientation was dictated by operational demands, and Ms Magary stressed that the orientation and location of the site was not considered negotiable.

Commissioner Rogers asked about the footbridge and wharf indicated in the drawings. Mr. Chiang replied that a pedestrian footbridge across the creek is proposed as a future development, while the wharf was existing and would be retained.

Richard Newirth said the land use was approved several administrations previously. Nancy Gonchar confirmed that the Commission was required to review the design and not the location.

The presenters said that input and the width of the waterfront would be coming from other agencies. BCDC has suggested that 25 feet would be adequate. They emphasized the need to optimize the space for Muni needs.

Motion to approve the Muni Islais Creek Maintenance Facility Project Phase 1 and 2.

Moved: William Meyer

For: William Meyer, Emery Rogers

Against: Rod Freebairn-Smith

The presenters said they will return after they have gone before BCDC.

**9. San Francisco International Airport: CNG Station Project  
Phase 1 and 2**

Mark Burden, Trillium USA, presented the Airport's compressed natural gas station, for Phase 1 and 2 approval. The station is on the airport's southern edge, and will house equipment behind a twelve-foot-high retaining wall, thus obscuring the equipment visibility from pedestrians. The wall will be graffiti treated and would have Boston ivy on the exterior.

Commissioner Meyer asked about color. He said the building was no work of beauty, but that it served its purpose. Mr. Burden replied that the wall featured a white band and cap.

Commissioner Freebairn-Smith asked if the project met the requirements of the airport's master plan. Mr. Burden confirmed that it did.

Motion to approve the San Francisco International Airport Project, CNG Station Project Phase 1 and 2.

Moved: Meyer

Vote: Unanimous





**10. Clarendon Area Pump Station Project  
Phase 1 and 2**

Karen Kubick, Project Manager, DPW, Mark Dorian, Project Architect, BOA, and Martha Ketterer, Landscape Architect, presented the Clarendon Area Pump Station Project for phase one and two approval. The facility will be unmanned, and positioned in an established residential area. It is distanced from housing, and close to a heavily trafficked area on Laguna-Honda. The community approved the location. The site has a flat grade on the street front, rising steeply into a eucalyptus forest. The building mass appeared integrated into the hillside and the barn like structure would blend in with surrounding properties. The olive green, metal roofing would be broken into differing pitched sections. A portico would cover the front driveway. The walls would be wood grain, pressed form, gray concrete. The existing eucalyptus would be maintained, with ornamental eucalyptus introduced to the flat area.

Commissioner Meyer liked the building conceptually, but felt it needed more study.

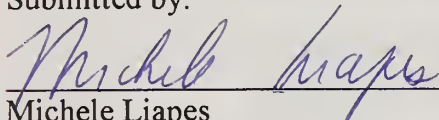
Commissioner Freebairn-Smith stressed that service buildings needed to be anonymous. He said the design needed stronger landscaping elements in order to be a successful design.

Emery Rogers disliked the building's position. He did not see the need for the portico. He stressed the need to move the building mass back from the street.

The committee members agreed that the facility under consideration required a more detailed study of the site. It was decided that the presentation would be an informational one.

The meeting concluded at 6.45 p.m.

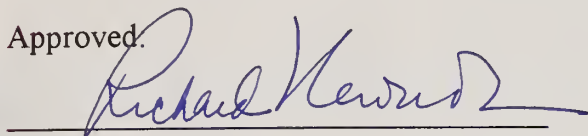
Submitted by:



Michele Liapes

Public Information Officer

Approved.



Richard Newirth

Director of Cultural Affairs







# SAN FRANCISCO ART COMMISSION

## PROGRAMS

CIVIC ART COLLECTION  
CIVIC DESIGN REVIEW  
COMMUNITY ARTS  
& EDUCATION  
CULTURAL EQUITY GRANTS  
CLASSICAL SYMPHONY CONCERTS  
PUBLIC ART

STREET ARTISTS LICENSES  
SUITE 70  
415.252.2581

COMMISSION GALLERY  
311 VAN NESS AVENUE  
415.554.6080

## CIVIC DESIGN REVIEW COMMITTEE SPECIAL MONTHLY MEETING, OCTOBER 26, 1998

3:00 – 5.00 p.m.

MUNI

1145 MARKET STREET

5<sup>th</sup> FLOOR CONFERENCE ROOM

SAN FRANCISCO, CA 94102

## A G E N D A

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Roll Call: Commissioners Freebairn-Smith, Gatti, Meyer, Rogers

- I. MUNICIPAL RAILWAY PROJECT M305 / 3<sup>rd</sup> STREET LIGHT RAIL  
TRANSIT PROJECT  
PHASE I  
Dennis Tsai, Project Manager, MUNI  
Barbara Maloney, Urban Design Planning



CITY AND COUNTY OF  
SAN FRANCISCO









SAN FRANCISCO ART COMMISSION

**CIVIC DESIGN REVIEW COMMITTEE  
REGULAR MONTHLY MEETING, NOVEMBER 16, 1998**

**3.00 PM**

**25 VAN NESS AVENUE  
COMMISSION MEETING ROOM SUITE 70  
SAN FRANCISCO, CA 94102**

PROGRAMS

CIVIC ART COLLECTION  
CIVIC DESIGN REVIEW  
COMMUNITY ARTS  
& EDUCATION  
CULTURAL EQUITY GRANTS  
POPS SYMPHONY CONCERTS  
PUBLIC ART

**AGENDA**

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Roll Call: Commissioners Freebairn- Smith, Gatti, Meyer, Rogers

**I. CLARENDON AREA PUMP STATION PROJECT**

Phase 1 & 2

Barry Pearl, Bureau of System Planning and Regulatory Compliance

Karen Kubick, Project Manager PUC

Andrew Shum, Mechanical BOE

Martha Ketterer, Landscape Architecture

Mark Dorian, BOA

Will Kwan, BOA

**II. SOUTHEAST WATER POLLUTION CONTROL PLANT  
BOOSTER PUMP STATION IMPROVEMENTS PROJECT**

Phase 1 & 2

Manfred Wong, Project Manager, UEB

Barry Pearl, Bureau of System Planning and Regulatory Compliance

Martha Ketterer, Landscape Architect

Edmund Shum, Project Architect

Jim Wang, Project Engineer

**III. MOSCONE GARAGE PAINTING AND WATERPROOFING PROJECT**

Phase 1 & 2

Don Alameida, Project Manager, BOA



CITY AND COUNTY OF  
SAN FRANCISCO



- IV. UNION SQUARE IMPROVEMENT PROJECT  
Informational / Phase 1  
Don Alameida, Project Manager BOA
- V. No.1 CALIFORNIA/ No.4 SUTTER LINES TROLLEY  
OVERHEAD RECONSTRUCTION PROJECT:  
REPLACEMENT OF LIGHTS ON SUTTER STREET  
Phase 2  
Lisa Chow, Project Manager, MUNI  
Albert Hoe, Project Engineer, MUNI
- VI. CASTLEWOOD PUMP STATION REPLACEMENT PROJECT  
Phase 1 & 2  
Lota B. de Castro, Project Manager, UEB  
John Fawcett, Project Engineer, Luhdorff and Scalmanini Consulting Engineers
- VII. SFFD FIRE STATION No. 32 RENOVATION  
194 PARK STREET, SAN FRANCISCO  
Phase 3  
Peter Wong, Architect, DPW BOA  
John Zoranovich, Architect, DPW BOA
- VIII. SFFD BOAT HEADQUARTERS/ STATION No. 35 RENOVATION  
PIER 22 1/2, SAN FRANCISCO  
Phase 1  
Peter Wong, Architect, DPW BOA  
Philip Sowers, Architect, DPW BOA







## SAN FRANCISCO ART COMMISSION

**San Francisco Art Commission  
Civic Design Committee Meeting Minutes  
November 16, 1998, Monday 3 p.m.  
25 Van Ness Avenue, Suite 70.**

### PROGRAMS

CIVIC ART COLLECTION  
CIVIC DESIGN REVIEW  
COMMUNITY ARTS  
& EDUCATION  
CULTURAL EQUITY GRANTS  
POPS SYMPHONY CONCERTS  
PUBLIC ART

STREET ARTISTS LICENSES  
SUITE 70  
415.252.2581

ART COMMISSION GALLERY  
401 VAN NESS AVENUE  
415.554.6080

Commissioners present: Emery Rogers, Rod Freebairn- Smith, William Meyer  
Stanlee Gatti.

Staff Present: Richard Newirth, Nancy Gonchar, Susan Gray.

The meeting was called to order at 3.15 pm.

### **I. Clarendon Area Pump Station, Phase 1 & 2**

Karen Kubick, Project Manager, UEB, presented the Clarendon Area Pump Station project, for design concept and design development approval. Mark Dorian, Architect, BOA, explained how they had responded to the comments raised by the Committee during the informational presentation in October. The revised concept provided the building with a more ranch style appearance. The most significant changes included increasing the roofing slope and opening up the driveway's massing with a series of trellis beams. The structure's proximity to the street was increased to 12- 15 ft. The dark formlined concrete and 'antique patina' roofing remain the principal materials.

Commissioner Rogers asked if these were the only significant changes to the exterior of the building. Mr. Dorian replied that they were. Commissioner Rogers then asked about the landscaping. Martha Ketterer, Landscape Architect, BOA, said that the landscaping continued to focus on integrating the structure into the hillside. The existing eucalyptus forest would be maintained, and extended as a planting motif around the sides of the structure. An irrigated, low maintenance arrangement of natural grasses and shrubs were recommended for the frontage.

Commissioner Freebairn- Smith queried the scale of the new trees in relation to the building. Ms. Ketterer replied that the building was 28 ft at its highest point. The new trees could be no more than 30 ft in height, as the Water Department had expressed concerns about having to maintaining anything larger.

Commissioner Meyer was satisfied with the changes. He asked about fencing, and Mr. Dorian replied that the fence was painted iron.

Commissioner Gatti also felt the changes were appropriate, and was happy with the outcome.

Commissioner Rogers was pleased with the amendments, but was still concerned that the building was too close to the sidewalk.



CITY AND COUNTY OF  
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Motion to approve Clarendon Area Pump Station, Phase 1 & 2.

Moved: William Meyer

Vote: Unanimous

## **II. South East Water Pollution Control Plant Booster Pump Station Improvements Project, Phase 1 & 2**

Manfred Wong, Project Manager, UEB, presented the project for design concept and design development approval. He explained that the project would upgrade the pump system within an existing sewerage treatment facility. The plant has operated since the 1960's, and is located on Islais Creek, south of the 3rd Street Bridge, on a block bounded by Arthur Avenue and 3<sup>rd</sup> Street. The Water Pollution Control Plant proposes expansion up towards 3<sup>rd</sup> Street, and down behind towards Islais Creek. This extension was necessary in order to accommodate the size of the new pumps. Jim Wang, Project Engineer, PUC, stressed that the station must stay operational throughout its restoration, as it prevents the direct discharge of sewage into the Bay. He explained that the building's floor would increase from 1200 sq. ft to 2200 sq. ft, at a cost of \$4,000,000, with an estimated Art Enrichment Fund contribution of \$100, 000. Construction is scheduled for April 1999, with completion in October 2000. Edmund Shum, Project Architect, said that this was an expansion of 80%. He explained the new sections would appear well integrated into the existing structure, by continuing with stainless steel paneling and concrete walls. The older sections of concrete would be sandblasted, with the total concrete section water proofed, as to provide a more uniform appearance. Signage elements would be low key and backlit at night.

Commissioner Meyer queried the elevations, and expressed concerns about the lack of distinction between the old and the new sections. He was unconvinced that the surface treatments would adequately blend the sections together. He queried the color selection. Edmund Shum, Project Architect, PUC said the elevations would remain the same, and that mid blue and yellow were chosen for the trim, while the reminder of the panels, walls and surfaces would be either gray or silver.

Commissioner Gatti said he was satisfied with the way the design had evolved, and that he liked the introduction of the saturated colors.

Commissioner Freebairn-Smith felt the facility was inappropriately close to Islais Creek, as it would restrict public access to the water's edge. He requested that the site plan address these concerns, and asked if it satisfied BCDC requirements. Mr. Wong said that the project had the support of the Friends of Islais Creek. Julia Viera, coordinator of this group confirmed her approval of the facility. Mr. Wong explained that the additions to the facility would complement existing site improvements such as the DPW/ PUC boat landing. He added that this section of the creek's edge was too rugged for real consideration as an accessible public space. Consequently access to the site was being addressed in association with DPW's road surfacing, paving, and bike lane projects on Arthur Ave.

Commissioner Freebairn-Smith stressed that access to the water edge could not be neglected, as it was an ordinance. Mr. Wong replied that this issue was yet to be reviewed





by BCDC. Commissioner Freebairn-Smith then said he was happy to approve Phase 1, but felt that Phase 2 approval must wait until the water front issues had been resolved by BCDC.

Commissioner Gatti said these issues were outside of the jurisdiction of Civic Design Review.

Commissioner Meyer said he remained unconvinced the new addition could be seamlessly integrated into the existing concrete, and suggested that the architects should concentrate on emphasizing the difference between the two structures. Apart from this issue, he was satisfied with the proposal, and the color selection.

Martha Ketterer, Landscape Architect, BOA, presented the landscaping plan, which intended to define the open spaces, and improve the view to the site, particularly from the Third Street Bridge. The most significant changes included new fencing; bollards around the parking spaces, and the relocation of some trees in order to provide maintenance vehicles access.

Commissioner Gatti said he was unhappy with the gray fencing, and suggested forest green instead. Ms. Viera explained that the steel color suited the site's industrial character. She suggested that this theme should be continued in the artwork component.

Commissioner Meyer said he still wished to see a broader scope of colors. Mr. Shum explained that yellow was a mandatory safety requirement for all pump station railings.

Commissioner Freebairn-Smith thanked the Friends of Islais Creek for their commitment to the design process.

Motion to approve the South East Water Pollution Control Plant Booster Pump Station Improvements Project, Phase 1, with the following contingencies:

1. That public access to the water's edge is addressed in relation to BCDC requirements.
2. That there is a more studied solution to the concrete surfaces.

Moved: Commissioner Gatti

Vote: Unanimous.

### **III. Moscone Garage Painting & Water Proofing Phase 1 & 2**

Don Alameida, Project Manager, BOA, presented the redevelopment for design concept and design development approval. He explained that the project's objectives included a new ticketing structure, improving the structure's facade, and relocating existing artworks. The artworks concerned include street front murals and the 'spider' car sculpture attached to the tower. He felt the project offered the opportunity to introduce more color and vibrancy into a predominantly monochromatic environment, and particularly as parking garages are generally expected to be conservative structures. He recommended two color schemes. The brighter included red, yellow, orange and green, in continuation from the Yerba Buena Redevelopment. The second included a more subdued combination of white, lemon yellow and gray.





The Committee felt there was no point celebrating this particular building with bright festive colors, and preferred the more subtle color combination.

Commissioner Freebairn-Smith asked if there would be any structural remodeling of the facade and awnings. Mr. Alameida confirmed that this was outside of the scope of the project.

The Committee discussed the relocation of the artworks. Nancy Gonchar and Richard Newirth recommended that the architects discuss this matter with Jill Manton. They said that the Visual Arts Committee must review the project, as the work was commissioned by the SFAC.

The committee recommended that Phase 2 could not be approved until the artworks issue was resolved.

Motion to approve the Moscone Garage Painting & Water Proofing, Phase 1.

Moved: Commissioner Meyer.  
Vote: Unanimous.

#### **IV. Union Square Improvement Project. Informational Presentation.**

Jim Chappell, SPUR, introduced the project to the committee. He explained SPUR's active involvement in the Redevelopment Agency's planning, and that Union Square's current advisory committee included representatives from SPUR, San Francisco Beautiful, San Francisco Heritage, the AIA, DPW, BOA, The Arts Commission and the local retail community.

Don Alameida, Project Manager, BOA, explained the project is the implementation of the winning entry into the 'Toward a More Perfect Union Square' design competition. He said that the City had received 100 entries for the master plan competition. He introduced the finalists, Phillips Fotheringham.

Phillips Fotheringham presented the scope of their proposal. They defined the area as a prominent city center location. They explained the site's historical context. Originally it was a wealthy residential area with many churches, most of which were destroyed in the 1906 earthquake. The area's identity then shifted towards 'white glove' retail, with the park running directly up to the shop fronts. It was only after WWII that it developed its presents traffic island appearance. They explained that today it receives some of the city's highest volumes of pedestrian traffic, with around 10,000 people passing through it each day. They anticipated that the space should be able to comfortably accommodate up to 3000 people at one particular time.

The master plan aims to frame, animate and create access to specific gathering zones, while permitting a flexible-programming schedule, thus the main themes of connectivity, functionality, creativity, programmability and feasibility. These issues were reflected in the public survey. The three zones included open side pavilions, mini plazas at the corners, and a central gathering point.



The design reflected the following features:

A more engaging and accommodating public interface, with more open edges including:

1. The Dewey Monument with distinguishing water feature.
2. Greater connection with the surrounding retail district.
3. Diagonal pedestrian transit across the park.
4. A central lawn and low level planting
5. Access points at the traffic intersections.
6. More open paved areas and terracing
7. A transparent stage portal on Powell
8. Ticketing, information and dining facilities.
9. Performance cubes in the mini plazas.
10. A lighting program

Phillips Fotheringham explained how the original submission had evolved into a less formal configuration. The landscape appeared more concave. Softer geometry was created by grading the slopes up to the stage and by providing rounder configurations at the seating arrangements and stairwells. They had also moved the café to Stockton, because of the position of the sun and the elevation. The lawn was a new inclusion.

Commissioner Rogers queried the columns forming the quadrant around The Dewey Monument, the position of the lighting fixtures and the artwork component. He felt that the café area would relate well to the site's dual role as park and plaza. He was excited by the designs, and asked if the team were concerned with having diverted from the original concept. Commissioner Rogers then left the meeting at 5 PM.

Phillips Fotheringham explained that the columns were suggested sites for sculptures or lighting features. He also said that changes would be made to the master plan's design, as it began to be informed by a more serious study of the site. Mr. Alameida said that the square's relationship to the parking structure would also impact the design.

Commissioner Gatti liked the fluid nature of the new designs and felt it would work with shifts in the community. He said the over all look was more refined, and less complicated.

Commissioner Freebairn-Smith said he preferred the enclaves of palms in the original plan. He liked the Dewey Monument's position within the green, but felt this zone should be aligned asymmetrically, and asked about relocating the monument within the site. He then asked about how lighting levels would characterize the site at night. He queried the position of the Muni facilities, and said that it was essential that the site maintain this connection, especially on Stockton. He commended the convex central plaza concept, the connection with Maiden Lane, and the introduction of café culture down onto the lawn. He said that a management structure be implemented, to oversee the facilities and programming, and also suggested a workshop between the Planning Commission, the Board of Supervisors and the Civic Design Review Committee.





Mr. Alameida assured him that this was under consideration, and that the information booth would be an important link to the retail district. He added that access to Muni was an integral element of the master plan.

Commissioner Meyer said that the strength of the design rested in its ability to bring diverse aspects of the community together. He was concerned that the community consensus was waylaid the focus of the original concept. He was unconvinced that the lawn's position was appropriate. He preferred a formal, structured visual statement in the center, and recommended reconsidering the paving bands in the original plan.

Commissioner Gatti thought that the second design was superior, as it was more accessible and functional.

Commissioner Meyer agreed, but felt that it provided no real sense of unity or visual geometry. He felt that the sense of symmetry had been violated by the increase in open volume. He said that he liked the position of the stage on Post and the arbor entry on Powell.

Commissioner Freebairn-Smith appreciated that the debate between personal safety and transparency, and that formal space versus enclosure was an important design issue, but warned that an open plan could appear "leaky".

Commissioner Gatti found the symmetry appealing, and said openness was the strength of the design, as it was more cohesive and inviting. He queried the size of the grassed area. The architects replied that it covered a 30ft x 70 ft span.

Commissioner Meyer felt that design needed more focus, he argued that if they were going to have a lawn that it should be more of a statement, and that the central axis should be made more formal. In general he was unsure if this less structured approach was the right avenue to pursue.

Phillips Fotheringham replied that the Dewey Monument dictated the space, and Commissioner Freebairn-Smith suggested that they really should consider moving the monument. Jim Chappell said that they could not justify such a move.

Phillips Fotheringham requested some definite guidelines from Committee, as the vertical elements could not be conceptualized until the landscape issues were resolved.

Commissioner Freebairn-Smith recommended that the Committee needed to provide a detailed advisory document. Ms Gonchar said this was unnecessary, as all of the Commissioners comments would be contained within the minutes, and that these would be made available to the architects.

Phillips Fotheringham summarized the Committees comments.

1. The Dewey Monument and the facilities' position were accepted.
2. The amount and the position of the lawn required more study.
3. With the exception of Commissioner Gatti, the Committee preferred the geometry of the original design.



4. The programmatic zoning was effective, but needed to be used more dramatically.
5. The corner edges needed to be more animated and less isolated.
6. The invitational condition of the edges was effective, especially the connection to Maiden lane, the 'white glove' shopping district on Post Street, and the southern corner slopes onto Geary.
7. The paving pattern should be maintained to help define the programmatic zoning, and to create a greater sense of geometry.
8. The design needed to be tighter around Post Street and the parking structure.
9. A model should be bought in for the next meeting.

Commissioner Freebairn-Smith commented that a project of this significance warranted this level of discussion prior to Phase 1 approval.

Phillips Fotheringham discussed their schedule, and they hoped to have the schematic design completed by December, in order to commence design development early in the New Year.

The committee congratulated the architects for their design.

#### **V. Castlewood Pump Station Project Phase 1 and 2**

Lota B. de Castro, Project Manager, UEB and John Fawcett, Project Engineer, Luhdorff and Scalmanni Consulting Engineers presented the Castlewood Pump Station Project for design concept and design development approval.

Ms De Castro explained the project's background. An agreement made in 1912 has committed the City of San Francisco to supply water to the community of Pleasanton which is in Alameda County. The proposed pump station will be built on land owned by the City of San Francisco, but located within Pleasanton. A private corporation manages the block of land. She stressed that the project needed to be administered immediately, as the community had a very limited supply of water. She said that the project's percentage for art fund had been discussed with Jill Manton and Nina Dunbar of the Public Art Program. They had recommended that an artwork component was inappropriate for this type of project.

Commissioner Freebairn-Smith asked if this money could be relocated to a more appropriate project, and Ms de Castro replied yes.

Mr. Fawcett explained that there were four wells positioned on Valley Road. This pump station would replace two of the dysfunctional wells. The facility would be stationed in front of an existing knoll, which would screen the back of the station from the industrial park at the rear of the block. The front of the facility would be 5ft from the pavement, so that water could run directly into the street piping system. He explained that the existing pump stations operated in the same way.

Commissioner Gatti asked about the type of materials, and if they could integrate with the business park. Mr. Fawcett replied that the exterior would be brick veneer and the roof green. The structure would be built in avoidance of the existing trees, and would be





well integrated into the landscape, and a 10-ft trellis would be built to disguise the front and sides. This landscaping element would have a built in irrigation system. The landscaping elements had met with approval from the community and the adjoining business park.

Commissioner Freebairn-Smith said that these types of facilities should have a subterranean positioning. He supported the screening as a compromise, as long as the community and the business park were satisfied with the proposal.

Commissioner Meyer was unimpressed with the design. He felt that it was purely functional and featured no visual consideration whatsoever. He said the project would benefit from the input of an architect, as the facility should be more considerate to the surrounding community, street scaping and environment. He questioned the pitch of the roof.

Commissioner Freebairn-Smith asked if placing the facility within a vault was within the scope of the project. Mr. Fawcett replied that the facility must be above the grade of the site, in order to avoid contamination of the water supply. He said the roof had been pitched to open up the space.

Commissioner Meyer asked what was across the street. Mr. Fawcett said the County Fairground.

Commissioner Freebairn-Smith asked for reassurance that the project would not provoke an adverse reaction from the community. Mr. Fawcett said that it would not.

Commissioner Meyer asked why there was such a pressing urgency to complete the project. Ms de Castro replied that of the five wells in the district, only one was operational.

Commissioner Meyer then asked about detailing to the building's features in relation to the drawings. He asked why the roofing was not flush to the edge, why there was no guttering, and if the brick work went down to the ground. He thought he color selection required more study, and that they needed to provide a more refined landscaping plan.

Motion to approve the Castlewood Pump Station Project, Phase 1 and 2 with the provision of a more refined landscaping plan and a more careful color selection.

Moved: Freebairn-Smith  
Vote: Unanimous

**VI. SFFD Fire Station No. 32 Renovation  
194 Park Street San Francisco  
Phase 3**

John Zoranovitch, Project Architect, DPW BOA presented the SFFD Fire Station No. 32 Renovation for final design approval. Commissioner Meyer asked if there were any significant changes to the design of the exterior of the building. Mr. Zoranovitch replied that only the door had changed, as the style in the original plan was no longer available.



Motion to approve the SFFD Fire Station No. 32 Renovation, Phase 3.

Moved: Gatti

Vote: Unanimous

**VII. SFFD Boat Headquarters/ Station No. 35 Renovation  
Pier 22 1/2, San Francisco  
Phase 1**

Phillip Sowers, Project Architect, DPW BOA presented the renovation for design concept approval. He explained that the project involved a seismic retrofit and renovation for a simple stucco structure built in 1910, located under the Bay Bridge. The objectives of the project included: enlarging the apparatus bay, creating women's amenities, building a staircase at the rear, a ramp to meet ADA compliance and new folding doors with moldings copying the features of the existing doors.

Commissioner Meyer questioned the nature of the new structure. Mr. Sowers replied that the same colors and materials would be used.

Commissioner Freebairn-Smith asked about the seismic pylons below.

Mr. Sowers said that they had been requested to replace the existing wooden pylons as they suffered from dry rot. They agreed that this was an expensive material to consider, but it would be keeping in with the appearance of the original building. He said that they were also going to replace the fencing. He said that the art component budget had been discussed with Jill Manton, and has been estimated at around \$20,000, and they had discussed using this funding to extend the Ribbon Promenade at the front of the building.

Commisisoner Freebairn-Smith asked if they were renovating the ambulance building, and Mr. Sowers replied that this was outside of the scope of the project.

Motion to approve the SFFD Boat Headquarters/ Station No. 35 Renovation, Phase 1.

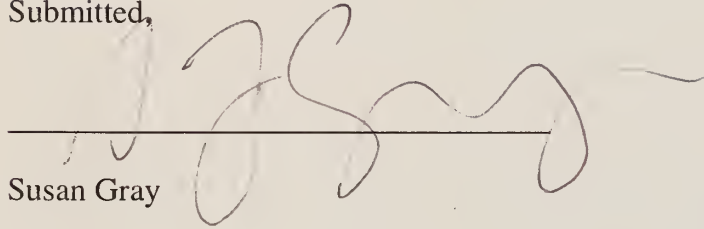
Moved: Gatti

Vote: Unanimous



The meeting concluded at 6.45 p.m.

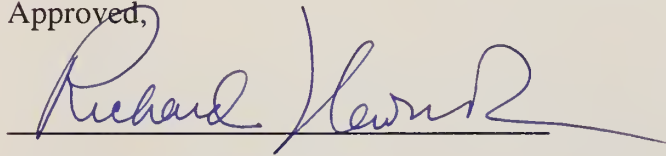
Submitted,



A handwritten signature in black ink, appearing to read 'Susan Gray', written over a horizontal line.

Susan Gray

Approved,



A handwritten signature in blue ink, appearing to read 'Richard Newirth', written over a horizontal line.

Richard Newirth  
Director of Cultural Affairs





DECEMBER 1998





SAN FRANCISCO ART COMMISSION

**CIVIC DESIGN REVIEW COMMITTEE  
SPECIAL MONTHLY MEETING, DECEMBER 14, 1998  
3.00 PM**

**25 VAN NESS AVENUE  
COMMISSION MEETING ROOM SUITE 70  
SAN FRANCISCO, CA 94102**

PROGRAMS

CIVIC ART COLLECTION  
CIVIC DESIGN REVIEW  
COMMUNITY ARTS  
& EDUCATION  
CULTURAL EQUITY GRANTS  
OPERA SYMPHONY CONCERTS  
PUBLIC ART

STREET ARTISTS LICENSES  
SUITE 70  
415.252.2581

COMMISSION GALLERY  
401 VAN NESS AVENUE  
415.554.6080

**AGENDA**

**NOTICE:** With respect to agenda items, members of the public may address the Committee when the item is reached in the meeting after the presentation by the item representative. Speaker cards are available at all meetings. For information related to any of the following matters, please call Nancy Gonchar, Deputy Director, San Francisco Art Commission (415) 252-2584.

THE FOLLOWING ITEMS ARE SUBJECT TO DISCUSSION AND POSSIBLE ACTION WHICH MAY INCLUDE: MOTIONS OF RECOMMENDATION TO APPROVE PHASE(S) UNDER REVIEW OR A COMBINATION OF PHASE(S), RECOMMENDATION TO APPROVE WITH CONTINGENCIES, RECOMMENDATION TO DISAPPROVE, RECOMMENDATION TO DEFER APPROVAL. (PHASE I DESIGN CONCEPT; PHASE II DESIGN DEVELOPMENT WITH COLORS AND MATERIALS; PHASE III FINAL APPROVAL)

Roll Call: Commissioners Freebairn- Smith, Gatti, Meyer, Rogers

- I. **FILLMORE STREETSCAPE**  
Phase 2  
Chuck Leoni, Michael Willis and Associates  
Rod Henmi, Michael Willis and Associates
- II. **THIRD STREET LIGHT RAIL TRANSIT PROJECT**  
Informational presentation  
Dennis Tsai, Senior Project Manager, MUNI  
Barbara Maloney, Urban Design and Planning
- III. **MEDA CAFÉ, DOLORES PARK**  
Phase 1  
David Winslow, Architect, I. A. Gonzales Architects
- IV. **No. 1 CALIFORNIA / No. 4 SUTTER TROLLEY OVERHEAD RECONSTRUCTION**  
Phase 2  
Lisa Chow, Project Manager, MUNI
- V. **SFPD TENDERLION TASK FORCE**  
Phase 1 & 2  
Edmund Shum, Project Architect, DPW BOA



CITY AND COUNTY OF  
SAN FRANCISCO



- VI. SAN FRANCISCO INTERNATIONAL AIRPORT CNG STATION  
Phase 3  
Roger Hooson, Landside Operations, SFIA
- VII. SURFACE STREET AND TRANSIT IMPROVEMENTS PROJECT  
MAINTENANCE SHED  
Phase 1 & 2  
Stephen O'Sullivan, Project Manager, DPW  
Linda DeBolt, Project Engineer, DPW  
Grace Kwak, Project Landscape Architect
- VIII. PERFORMING ARTS GARAGE (ACCESSIBILITY) WORK PROJECT  
Phase 3  
Andre Salvador, Project Architect, DPW, BOA





## SAN FRANCISCO ART COMMISSION

**San Francisco Art Commission  
Special Civic Design Committee Meeting Minutes  
December 14, 1998, Monday 3 p.m.  
25 Van Ness Avenue, Suite 70.**

### PROGRAMS

CIVIC ART COLLECTION  
CIVIC DESIGN REVIEW  
COMMUNITY ARTS  
& EDUCATION  
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01 VAN NESS AVENUE  
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CITY AND COUNTY OF  
SAN FRANCISCO

Commissioners present: Emery Rogers, Rod Freebairn- Smith, William Meyer

Staff Present: Richard Newirth, Nancy Gonchar, Susan Gray.

The meeting was called to order at 3.20 pm.

### **I. Fillmore Streetscape Phase 2**

Rod Henmi and Chuck Leoni, Project Architects with Michael Willis and Associates presented the Fillmore streetscaping program for design development approval. The architects explained that this was their fourth presentation to the Committee, and that this proposal for Phase 2 was made in response to the comments raised by the Committee during the Phase 1 presentation in October. The revised concept aimed to truly characterize Fillmore's unique style, charm and history. Blue still featured as the keynote color, as it addressed Fillmore's musical associations, while also providing an interesting contrast with the existing street fixtures.

The finalized design for the sidewalk includes alternating bands of red brick, gray concrete and intermittent sections of powder blue interlocking pavers, while the disabled ramp inserts will be rendered in black mica as per safety standards. This more rhythmic configuration will accent three points, including the mini park, the plaza, and the bridge. Feature sections of etched royal blue porcelain tile and sandblasted concrete will have text identifying Fillmore's most distinguished performers, personalities and addresses. All the street furnishings including the trashcans, tree guards and street lamps will be royal blue, with the exception of the tree grates, which will be silver aluminum. A wood finish recycled plastic was recommended for the benches. Palms were suggested as the main street tree, with Raywood Ash and Liquid Amber planted as the 'fill'. The architects were unable to include Ficus within the landscaping program, as it no longer complies with DPW standards.

Mr. Henmi then presented the developed design for the bridge. An elegant cantilever canopy will cover the pedestrian overpass. This structure will be supported by a steel frame, and will have blue runway lights along the top of each suspension post. The canopy will be constructed from glass, which will act as a windbreak, while still allowing light to filter through. These glass sections will be detailed with historical photo images of the Fillmore, through the use of a lamination process. This was considered a more appropriate process than etching, as it also presented a way to strengthen the glass without losing any of its translucency and transparency. The most significant changes to the plaza were to





the banner poles, which now feature colorful figurative metal templates. These structures will also help distinguish the sidewalk from the edge of the open plaza.

Commissioner Rogers thought the proposal was wonderful and was particularly happy with how the paving would celebrate Fillmore's musical history. He asked if the suspension structure over the bridge was part of the initial proposal. He was impressed with the concept for the laminated imagery, but was unconvinced that the glass would survive outdoors, and was concerned that the imagery would distract motorists. He did not like the blue runway lights on top of the canopy posts, and suggested that neon was more appropriate. He added that the blue lights could work if the rest of the lighting program complemented it.

Mr. Henmi confirmed that the canopy was included in the initial concept. He assured the Commissioners that the glass was quite durable and would be covered by a warranty. He added that the panel's images were designed with the pedestrian in mind, and would not present a distracting danger to motorists. He agreed that neon could be used instead of runway lights over the bridge.

Commissioner Freebairn-Smith liked the design, but felt it was still too restrained. He added that he understood that the architects did not want to produce an image that was too 'flashy'. He said that the bridge canopy was a well-resolved shelter, but agreed with Commissioner Rogers that maintenance and vandalism issues still needed to be addressed. He asked about the removal of water and trash from the canopy's roof.

Mr. Henmi explained that there was a drainage system at both ends of the structure, and said that the steel grill under the canopy could not trap garbage.

Commissioner Freebairn-Smith stressed that maintenance and repair of the glass sections was still a major concern. He said the lighting program needed to pay particular attention to the parking garages, as their brightness levels should be considered a security priority. He added that the cafes, restaurants and bars would contribute more creative and distinguishing lighting elements. He also said that the banner program needed to be more fluid, and suggested including armatures for promotional posters.

Mr. Henmi replied that they had considered poster panels within the canopy, but they preferred to leave the space uncluttered. He added that the poster panels would create an unnecessary maintenance issue.

Commissioner Freebairn-Smith questioned the district's zoning restrictions.

Mr. Leoni said that the zoning ordinances had changed, and that Fillmore was now under the jurisdiction of the Redevelopment Agency, and not City Planning, which meant that the Fillmore now has its own set of conditions. He said that his team had recommended a more liberal approach to outdoor dining and lighting.

Commissioner Meyer was pleased with the refined design. He asked if the plaza's banners were metal and if the designs had been finalized, and added that he would like to see a more detailed presentation of the banner program before granting Phase 3 approval.



He asked if they had planned the artworks in association with the Public Art Program. He also asked if the glass lamination process was more suitable than sandblasting.

Mr. Henmi replied that the metal banners were better space markers than the cloth alternative. He added that the lamination process was easier, less expensive and more durable than sand blasting the images, and that it would also prevent the glass from shattering on impact.

Nancy Gonchar and Richard Newirth explained that in this particular case the Art Enrichment fund was a 1-% allocation, managed by the Redevelopment Agency, and not by the Arts Commission. Mr. Newirth recommended that the architects should contact Lew Watts, who has a substantial collection of archival photographs of the Fillmore district. Mr. Leoni said that this association had already been established.

Motion to approve, Fillmore Streetscape Phase 2, with the contingency that the design for the banner program is submitted during Phase 3.

Moved: William Meyer  
Vote: Unanimous

## **II. Third Street Light Rail Informational Presentation**

Dennis Tsai, Project Manager, Muni, presented the Draft Executive Summary of the Third Street Light Rail's Urban Design Guidelines (copy attached with these minutes). He explained how these guidelines had evolved from the preliminary ideas presented to the Committee at September's special monthly meeting.

He explained the project's background and said that it represented the first stage of a major Muni redevelopment. This first stage will provide links between the Caltrans terminal, Mission Bay, the Central Waterfront and Visitacion Valley. Stage two, scheduled for 2005, is planned to provide underground links between Third Street and Chinatown. Stage three is scheduled for 2020, and will continue the connection to the Transbay terminal. All these links will be designed with open portals, so that the line can be easily extended in the future.

Stage one aims to define Third Street as a modern and progressive 'Great Street', while still aiming to maintain the individual identity of each neighborhood along the corridor. This central corridor concept would be expressed through consistent elements such as lighting systems, canopies, street furnishings, signage elements and ticketing machines. The design of these elements will be contemporary in principal, yet will be sympathetic to the adjacent urban fabric, and to the look of the existing Muni system. All of these elements and systems will be part of a basic kit of parts, which should simplify maintenance and expansion procedures. The corridor's landscaping program will also feature a theme tree (species to be confirmed). This planting program will be implemented gradually with a minimal amount of disturbance to the existing trees.

Each stop along Third Street would be treated episodically, with each neighborhood appearing as an individual landmark community with its own distinct 'Main Street'.





Neighborhoods would be distinguished by variations in color, secondary theme trees, seating arrangements and site specific artwork in the bus bulb's sidewalk. Judy Moran, Curator, Arts Commission, said that three teams of artists have already been recruited for the project. She said that the teams have been working directly with the urban planners, so that the Art Enrichment component could be fully integrated into the overall design. She said that the artists were very involved in the project, at both a design team and community level.

Commissioner Rogers congratulated the design team for their efforts and thanked them for planning the guidelines. He said that he would like to see a more detailed information regarding the structure and appearance of the platforms. Ms. Gonchar said that the Commissioners could review this aspect of the project at the special Civic Design meeting scheduled for January 25.

Commissioner Meyer found the programming approach reasonable and did not have any specific feedback.

Commissioner Freebairn-Smith was impressed with the detailed guidelines. He emphasized the need for Muni to plan this project in conjunction with other government departments, as this was the only way that they would accomplish the task. He suggested that a less generalized kit of parts would enrich the overall design. He asked how the Art Enrichment program could contribute to a more interesting design solution, and asked if these concepts were ready for review.

Mr. Tsai said that the artwork would not be available for review until January 25. He added that Bayview's planning was being managed in association with the Redevelopment Agency.

Commissioner Freebairn-Smith stressed the need for Muni to develop all aspects of this particular project in tandem with the Redevelopment Agency, as well as with the Art Commission and Planning, as in this way the project's scope could be more ambitious. He suggested that the project should continue past the county line. He identified Oyster Point, as the Bay district's a major growth center, and warned that Muni could suffer from the loss of its potential patronage.

### **III. San Francisco International Airport CNG Station Phase 3**

Mark Burden of Trillum USA presented the San Francisco International Airport CNG Station for final design approval.

Commissioner Rogers asked if any significant changes had been made to the Phase 2 proposal. Mr. Burden replied that there were not. Commissioner Rogers asked how long it took to refuel each bus, and if buses would be able to be seen lining up, waiting to use the facility. Mr. Burden replied that the fastest the facility could pump fuel was at 5 gallons per minute, and that it was possible that buses may be seen waiting to refuel.





Commissioner Freebairn-Smith asked if the project endangered the adjacent Milbrae Canal. Mr. Burden replied that it could not, as natural gas could not pollute the water system.

Motion to approve the San Francisco International Airport CNG Station, Phase 3.

Moved: William Meyer.

Vote: Unanimous.

#### **IV. No.1 California / No. 4 Sutter Trolley Overhead Reconstruction. Phase 2**

Lisa Chow, Project Manager, Muni, and Albert Hoe, Project Engineer, Muni, presented the project for design development approval. They explained that the community had selected the new colors for the light posts. The preferred colors included magenta, teal, silver and mid green, as opposed to the brown, black and dark green presented at Phase 1. Ms. Chow said that the final community presentation was scheduled for December 17.

Commissioner Meyer asked if the budget could accommodate painting the white galvanized poles the same color as the new base covers, as he disliked the two-tone effect presented in the proposal, and preferred a solid color treatment.

Ms. Chow replied that galvanizing both bases and poles would be difficult and expensive. Painting the poles to match the bases would be an easier solution, but would create a maintenance issue, as Muni crew's equipment would damage the paintwork.

Motion to approve the No.1 California / No. 4 Sutter Trolley Overhead Reconstruction, Phase 2: with the following contingencies:

1. The poles are not two tone.
2. Monochrome galvanized poles and bases will be the first budget consideration.
3. If galvanizing the entire structure one color is too expensive, then the poles must be painted to match the galvanized bases.

Moved: Emery Rogers

Vote: Unanimous

#### **V. SFPD Tenderloin Taskforce Phase 1 & 2**

Edmund Shum, Project Architect, DPW BOA, presented the SFPD project for both schematic design and design development approval. The proposal involves relocating the existing Taskforce facility to the corner of Eddy and Jones Streets, into a building originally designed as a parking garage. The SFPD will be converting one half of this structure into interview and holding rooms, while a developer has acquired the remainder of the building.

The facility will have two entrances at the front of the building, one public, the second a security entry restricted to staff. The existing auto ramp into the basement level will be



maintained for service vehicles that require direct access into the facility. The garage door will have horizontal sectional lines. A matching fake garage door was proposed for the opposite side of the façade, and Mr. Shum explained that this addition would create a sense of balance. The exterior of the building features blue and yellow as accent colors. For protective purposes the walls will consist of pale gray concrete, metal siding and tiles. The doorframes will be brushed silver aluminum. The glass brickwork at the front of the building will be kept as a feature.

Mr. Shum said that he had discussed the Art Enrichment Fund allocation with the Arts Commission. He then introduced Nina Dunbar, Curator, and she presented Phase 1 of the project's artworks program to the Committee. Ms. Dunbar explained that the artworks budget was an estimated \$27,000. She said she had discussed the project with the Taskforce, and they had taken her on a walking tour through the Tenderloin, so that she could understand more about the role that they played within that community. She said that the artwork needed to celebrate the importance of the Taskforce, and recommended recruiting an artist who would be able to work with representatives of the Tenderloin Taskforce and that community. She nominated the façade as the most appropriate site for a public artwork, as employees will predominantly use the lobby. She said ceramic or metal tiles with photo etched imagery were possible treatments for this location, as they would stand up to vandalism.

Commissioner Meyer disapproved of the fake garage door. He felt it was an unnecessary addition, and a fundamental design problem. He said that the front window configuration should relate more to the shape of the detailing above.

Commissioner Freebairn-Smith said that the points of entry needed to relate more to human scale.

Commissioner Meyer agreed, and said that visual games could be played with the public and police entrances, rather than with the garage door.

Commissioner Freebairn-Smith asked if the proposal included a landscaping plan, and Mr. Shum said that there was none.

Commissioner Rogers asked to see the floor plan. He asked if the community supported the project, and Mr. Shum replied that to date the project had not received any criticism.

Commissioner Meyer said that the Art Enrichment program should be less specific, so that the artist would have more latitude. He suggested using new technologies such as light or video projections. These would create a visually dynamic effect, while also producing a limited opportunity to vandals and increasing the night lighting level. Ms. Dunbar agreed that these types of treatments could be considered in and around the entry spaces. She expressed some reservations over whether or not this type of program could work within the perimeters of the existing budget.

Motion to not approve the SFFD Tenderloin Taskforce, Phase 1 or Phase 2.

Moved: William Meyer  
Vote: Unanimous





## **VI. Surface Street and Transit Improvements Project Maintenance Shed Phase 1 & 2**

Steven O'Sullivan, Project Manager, DPW, and Linda De Bolt, Project Engineer, DPW, presented the project for both schematic design & design development approval. They explained the project's background. The shed currently stands on Washington Street near the mid Embarcadero and needs to be moved because of the street widening program on Davis and Drum. The new shed will have a similar size; location and orientation as the existing shed, but will be positioned further back on the block. The facility belongs to the Department of Recreation and Parks, while the block is managed by DPW. The facility is considered temporary, as it will eventually be relocated to a less prominent piece of real estate. They explained that budget was modest, and as a result they were presenting a very simple design. The existing shed measures 10 ft x 9 ft x 35 ft, while the new shed will be 10 ft x 10 ft x 36 ft. It will be constructed from pine plywood, and painted green with beige trimming.

Grace Kwak, Project Landscape Architect, presented the facility's landscape plan. She said that the area was slightly graded, and that trees would seclude the shed. The enclosed yard would have grass, and sections of paved concrete. Vines will cover the chain link fence, and these will be planted and maintained by the Recreation and Parks staff.

Commissioner Freebairn-Smith said that it was clear that the budget permitted a very modest construction project.

Commissioner Meyer asked if the gate was constructed from the chain link fencing, and if the budget permitted any other choice of materials. He recommended that their design team should consult an architect from BOA.

Commissioner Rogers said the chain link was appropriate for holding up the vines, but that a less transparent material should be used for the gate. He said that this type of fence would be adequate only if the construction was temporary. O'Sullivan agreed to investigate other materials for the fence.

Commissioner Freebairn-Smith said the proposal indicated poor site planning. He stressed that this was valuable real estate, and that the city deserved a more handsome design.

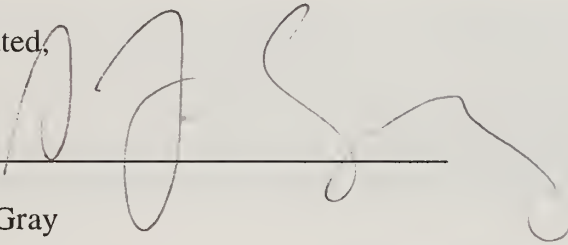
Motion to approve the Surface Street and Transit Improvements Project Maintenance Shed, Phase 1 with the contingency that attention would be paid to the gate and the planting program on the eastern side of the building.

Moved: William Meyer  
Vote: Unanimous



The meeting concluded at 5.45 p.m.

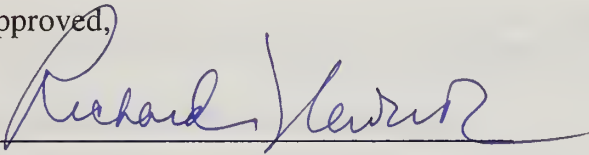
Submitted,



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Susan Gray

Approved,



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Richard Newirth  
Director of Cultural Affairs





# **DRAFT Executive Summary Third Street Light Rail Urban Design Guidelines**

## **Preamble**

The Third Street Light Rail project will become a vital feature of San Francisco's urban pattern. As one of the city's "great streets," it should unify Third Street, stir civic pride through design excellence, integrate the corridor into San Francisco's pattern and strengthen that pattern, and gracefully accommodate and welcome all who come into contact with it. As a "main street" to the neighborhoods through which it passes, it should become an integral part of the neighborhood, and should enhance and strengthen the neighborhoods, it serves and reflect their character, serve them and link them, and help express economic opportunity, social justice, and neighborhood and civic pride.

## **Guidelines Summary**

These guidelines consist of a vision and set of principles. These principles will be used to develop alternative conceptual designs and succeeding design development for the urban design elements.

### **Urban Design Vision: Great Street, Main Street**

The Third Street corridor knits together much of the eastern side of San Francisco from downtown to the southern edge. It also serves as the main street for the neighborhoods through which it passes. The Third Street corridor should express both the continuity of Third Street and the distinctness of these neighborhoods. This project should:

- Recognize the whole of Third Street as one of the City's "Great Streets," but also recognize that segments of the street serve as "main streets" for several distinct neighborhoods through which it passes.
- Reflect the character of the neighborhoods it serves, as well as the landmarks and other experiences along the corridor.
- Form a strong, apparent connection to the rest of San Francisco.
- Have a new, not old, identity.
- Express the cultural and historic characteristics of communities along the Third Street corridor.
- Have a "workmanlike" character, expressing the distinct history of this part of the City as a place where things have been made and built.

### **Corridor Design Principles**

- Express the Great Street, Main Street concept: The corridor itself as one of the great streets of San Francisco, and also functions as a main street (or "town center") for four distinct neighborhoods, each reflecting the neighborhood pedestrian character of each community --Mission Bay, Central Waterfront ("Dogpatch"), Bayview Hunters Point and Visitacion Valley. Some elements should be "corridor wide," while others will only be found in Main Street areas.
- Express continuity within the corridor through repetition of the following key elements: strain poles/streetlights, trackway paving, platforms, platform canopies, platform furnishings, platform identification signs and graphics, corridor-wide color and graphic themes, platform direction and wayfinding systems, ticket machines and other transit-related equipment, pedestrian control and access treatments, handicapped access treatments, advertising treatment, platform lighting, sidewalk connections to platforms, traffic and pedestrian signals, traffic and pedestrian signage, pedestrian-refuge treatments, corridor-wide trees and corridor-wide color and graphic theme.
- Express the distinct character of the Main Street areas through the transformation or mutation of key elements such as platform variations on marquees and canopies, platform paving, and platform colors that may vary from



but are compatible to corridor-wide colors. Main Streets would also include pedestrian-scale lighting, stand-alone artwork, and median plantings. However, continuity of the corridor should not be subordinated or lost in the Main Street districts.

- Relate the design of the corridor to that of the MUNI Metro Extension along the Embarcadero.
- Express and articulate a hierarchy of uses in the corridor right-of-way: transit, pedestrians, trucks, automobiles.
- Fit changing elements to the scale, height and bulk of the adjacent urban fabric. Develop and use a “kit-of-parts” that provides a system of modular elements, particularly for platform elements and for strain poles and lights, signs, and other street furnishings.
- Acknowledge and respect important features that contribute to the character of the street and open spaces within the corridor (trees, views of unique bridges, and the like).
- Acknowledge and respect the distinctive features that announce transitions between districts, or that add special character to existing features (such as the Interstate 101 freeway bridge and the retaining walls to the north and south).
- Continue the Third Street design vocabulary on Third Street between Owens and King Streets, even though the light rail alignment turns off Third Street at Owens. (Note that this effort will not be funded as part of the Third Street Light Rail project.)
- Consider the integration of art into the following elements: platform canopies, marquees, windscreens, floors and seating; street medians; paving and seating elements in the Bayview Commercial Core; and retaining walls near the Highway 101 Overpass.
- Enhance and protect views of established landmarks.
- Ensure that the scale, mass, and alignment of elements in the corridor are consistent with the local and neighborhood character.
- Organize planting, street furnishings, and other elements in the corridor to protect important public views.
- Design elements to maximize sun exposure, wind protection, noise buffering, and a sense of security for pedestrians and transit users.
- Use quality materials for paving, planting, and street furniture and other project elements. Materials should set the standard for neighboring developments.
- Select pavings and furnishings that enhance the sense of continuity between Main Street areas.
- Incorporate the input and the work of artists in the design of street furnishings and furniture and other elements wherever possible.
- Erect barriers only where safety considerations make them essential. Barriers should be integral elements of the street furnishings or extensions of adjacent structures.

## **A. CORRIDOR-WIDE ELEMENTS**

### **Street Trees**

- Establish a street tree program that establishes a strong unity and identity of the corridor as a whole, consistent with the image of a great street or main street.
- Retain existing large trees that do not conflict with strain poles and platforms, but phase them out over time and replace them with the species of tree selected for the overall corridor.
- Select a street tree species that has the height, canopy shape, and foliage densities consistent with a good pedestrian environment and roadway, and transit requirements.
- Select a street tree species that can be limbed up to clear trafficways as appropriate.
- Select a street tree species that ensures the long-term visibility and clearance of store fronts.

### **Trackway Paving**

- Use colored trackway materials that give the trackway a prominent visual identity that will distinguish the Third St. light rail line from all others.





## **Signs**

- Design signs that are civic and bold, not cold or corporate.
- Design signs that are integral to the total design of the corridor, complement station design, and are unique to the Third Street Light Rail Line.
- Provide platform wayfinding signs indicating transit connections, neighborhood features, and major local streets.
- Locate signs consistently throughout the corridor. Sign design, placement, color and type style should be consistent and integral to the total design of the corridor.
- Provide identification signs, wayfinding signs, and information on Muni and other transit connections at station platforms.
- Permit and install only essential signs to avoid unnecessary repetition.

## **Power Substations (4)**

- Reduce the apparent mass of the power substation buildings through design, color treatment, siting, screening, landscaping, or other design means.
- Relate the design character of power substations to their neighborhood through design, color treatment, siting, screening, materials, landscaping, or other design means, including consideration of active combined uses such as vending kiosks.

## **Equipment**

- Site and design equipment, including switch panels, switch boxes, breaker boxes, vacuum breakers, and other incidental equipment to be inconspicuous.

## **Street Furniture (May not be funded)**

- Select a unified palette of street furniture such as benches, trash receptacles, kiosks, newspaper racks, or tree grates for corridor-wide use outside of Main Street areas where design considerations may dictate another street furniture palette.

## **Color**

- Develop a unified color palette for use corridor-wide as appropriate, and related unified color palettes for use in Main Street areas where design considerations may suggest a subset of the corridor-wide color palette is appropriate.

## **Additional Art Opportunities**

- Explore the appropriateness of and opportunity for freestanding art in gateway areas, at medians, at inter-modal platforms, or other locations. This art should support the sense of districts, transition areas and episodic movement.

## **B. MAIN STREET / TOWN CENTER ELEMENTS (Only funded in the Bayview Commercial Core from Kirkwood to Thomas Avenues)**

### **Street Trees**

- Establish special street tree palettes in Main Street areas that integrate the corridor-wide street tree species and a neighborhood "identity tree."
- Establish special planting palettes for medians in or near Bayview/Hunters Point, Visitacion Valley, and Mission Bay.

### **Platforms**

- Tailor color and shape of the platform marquee, seating and signs at Main Street stations.
- Provide additional art enhancement opportunities such as canopy shadow casters, customized platform floor design, etc.--particularly at core stations.





## **Platforms**

- Design platforms to have clean, modern, industrial lines. Provide a tapered vertical “marquee” as the most prominent platform feature on a platform or group of platforms. The marquee will function as a marker of the station entrance and could offer art enhancement opportunities.
- Use standard corridor colors on key platform elements which could include canopies, wind screens and advertising elements, but vary shapes by varying the assemblage of the “kit-of-parts”.
- Install access ramps conforming to ADA requirements to connect platforms to crosswalks and sidewalks. Install safety barrier rails on the ramps and platforms where necessary.
- Place ticket vending machines outside the required payment area (i.e., ramp landing or TVM plaza area).
- Provide bicycle access to and onto the platform.

## **Lighting**

- Design street lighting fixtures to have simple, contemporary and distinctive lines and to the other major project elements.
- Lamps should have long life, be vandal resistant, and maintainable without measurable impact to transit or traffic.
- Use colored elements on strain poles or other light poles to help establish a simple, contemporary, distinctive identity for Third Street. Colored elements should be high enough to not be subject to graffiti.
- Mount light fixtures on the strain poles high enough to adequately illuminate the trackway and roadway to lighting levels designated by applicable standards and the SF Master Plan.
- Use color-corrected high pressure sodium lamps which are recommended due to their quality of light for both pedestrians and vehicles and their low operating and maintenance costs.
- Design strain poles with simple arms supporting traffic signals.
- Consider the use of light shields on street lights to prevent light from projecting upward.
- Illuminate platforms to ensure passenger safety and security, particularly at access ramps and near ticket vending machines.

## **Traffic and Pedestrian Signals**

- Limit traffic and pedestrian signs and signals to strain poles or other required poles wherever possible so as to limit visual and physical clutter.
- Integrate signs, signals, and other street elements with the design of the other project elements and with the corridor-wide theme color.
- Place control boxes to keep pedestrian areas and access unobstructed, and to preserve clear sight lines for transit operators and vehicle drivers. Minimize the visual appearance of control boxes and other utility features through color and/or material selection consistent with the overall design palette of the corridor.

## **Crosswalks & Intersections**

- Design crosswalks and other rail crossing zones with surface treatments such as striping, colors, curbs, textures, projections, or grade changes so that they are appropriately apparent, integrated with other design elements, and in compliance with ADA requirements.
- Design crosswalks, other rail crossings, and pedestrian refuge areas to reflect the priority of pedestrians over rail or vehicular traffic.

## **Sidewalks**

- Finish sidewalks to City standards, consistent with the quality of materials of the transit elements, except in Main Street areas where design considerations dictate otherwise.
- Configure sidewalks along the entire corridor to be consistent with the guidelines of the Downtown Streetscape Plan as it relates to curb zones, pedestrian zones, and building zones.
- Discourage new curb cuts along the length of the corridor.
- Accommodate bus passenger loading and unloading in designated areas that do not interfere with pedestrian and vehicular through movement.
- Provide a smooth transition between the corridor-wide sidewalks and those in the Main Street districts.



### **Lighting**

- Consider metal halide lamps in Main Streets where the architecture and landscaping merit special treatment. Design pedestrian lighting to be compatible with corridor-wide lighting fixtures and luminaires.
- Provide pedestrian lighting (12 feet or so above the sidewalk) in Main Streets, to provide 1 foot-candle of light on the sidewalk. Space pedestrian light standards to coordinate with and fit between strain poles and corridor-wide streetlights.

### **Crosswalks and Intersections**

- Consider special treatment for crosswalks may in core Main Street areas.

### **Sidewalks**

- Consider opportunities for art enhancements at the base of Main Street strain poles.
- Develop sidewalk bulbs in Main Street areas where feasible given traffic considerations. Design bulbs to conform to Downtown Streetscape Plan guidelines, good design, bus stop needs, street cleaning needs, emergency vehicle access and truck turning requirements.
- Consider special sidewalk paving designs.

### **Street Furniture**

- Consider design of special street benches, trash cans, planters and other street furniture to be developed as possible art enhancement opportunities.

### **Color**

- Develop a Main Street color palette that differs from the corridor-wide theme color, but is compatible with it.





# SAN FRANCISCO ART COMMISSION

Richard Newirth  
Director of Cultural Affairs

## AGENDA SPECIAL JOINT SESSION OF CIVIC DESIGN COMMITTEE and VISUAL ARTS COMMITTEE Wednesday, December 16, 1998 2:00 p.m. 25 Van Ness Avenue, Suite 70

**Programs Notice:** Requests to testify are accepted by completing one of the public testimony cards, which are available at all hearings, and submitting it to the Committee Secretary before the item on which the individual wishes to speak comes up for consideration. The Presiding Officer will call for public testimony on agenda items either at the beginning of the meeting or prior to the vote on particular items.

Civic Design Review  
Community Arts  
& Education  
Performing Arts  
Public Art

Cultural Equity Grants  
Suite 60

Civic Art Collection  
Street Artists Licenses  
Suite 70

Art Commission Gallery  
401 Van Ness Avenue  
415.554.6080

<http://thecity.sfsu.edu/sfac/>  
[sfac@thecity.sfsu.edu](mailto:sfac@thecity.sfsu.edu)

### I. Roll Call

### II. SPECIAL PRESENTATION

#### Moscone Center Expansion Project

Presentation of revised LED public art proposal by Lyn Rice and Elizabeth Diller of Diller and Scofidio.

Action: Recommend approval of revised LED proposal and new location for artwork on façade.

### III. Public Comment

### IV. Adjournment



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OF SAN FRANCISCO







# SAN FRANCISCO ART COMMISSION

**San Francisco Art Commission  
Special Joint session of  
Civic Design Committee and Visual Arts Committee  
Moscone Center Expansion Project**

**Minutes**

**December 16, 1998, Wednesday 2 p.m.  
25 Van Ness Avenue, Suite 70.**

**PROGRAMS**

CIVIC ART COLLECTION  
CIVIC DESIGN REVIEW  
COMMUNITY ARTS  
& EDUCATION  
CULTURAL EQUITY GRANTS  
SAN SYMPHONY CONCERTS  
PUBLIC ART

STREET ARTISTS LICENSES  
SUITE 70  
415.252.2581

COMMISSION GALLERY  
201 VAN NESS AVENUE  
415.554.6080

Commissioners present: Ralph Guggenheim, Rod Freebairn-Smith, William Meyer, Duguld Stermer, Dede Wilsey, Emery Rogers.

Staff Present: Richard Newirth, Nancy Gonchar, Jill Manton, Susan Gray.

The meeting was called to order at 2.20 pm.

Jill Manton, Director, Public Art Program, Art Commission, thanked the Commissioners for attending this special presentation. She introduced artists Lyn Rice and Elizabeth Diller of Diller and Scofidio to the Committee. She explained the project's background, and that the concept and budget needed to be revised due to the cost of the LED components. She reported that while Diller and Scofidio had negotiated a very reasonable price for the materials, the cost of implementing the original LED plan was still considerably over budget. The Moscone Center, the Arts Commission and Diller and Scofidio had discussed these costs, and had decided that best avenue to pursue was to revise the scale and location of the artwork. The Commission would subsequently enter into a new contract with the artists.

Commissioner Wilsey arrived at 2.25 pm.

Ms. Diller presented the revised schematic design to the Commissioners. She described the LED technology as an exciting yet difficult, expensive medium, and that little information is available about it. She stressed that the new, smaller project would have the same impact and visual presence as the original proposal. She presented slides of the new concept, showing how the previous model had included 16 LED panels, and how the revised proposal featured a single 16 x 28-ft screen. This overhanging screen would maneuver backwards and forwards across the building's façade from Howard to Fourth Street. The bottom of this screen would be aligned with the building's second level. It would broadcast a variety of images, including real time video which would project footage from interior of the building, and from the street below. Wide angle or fish eye lenses could distort some of this material, making it appear as if a magnifying glass was skimming across the building. Images of the city skyline, including the Moscone Center could also be included in the formatting.

Diller and Scofidio had refrained from presenting the revised plan to the Committee until all the design issues had been resolved. Ms. Diller said that they had consulted a number of experts who specialize in this type of technology.



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SAN FRANCISCO





Commissioner Stermer asked if the screen would be distinguished from the facade. Ms. Diller said it would be an integral part of the building.

Commissioner Guggenheim questioned the construction details for the building's interior.

Ms. Diller said that the image would scroll from left to right. This screen surface was a half-silvered mirror that could appear to super-impose a second image, or piece of text across the LED. This secondary visual element could accommodate the work of other artists and writers. She then presented a video indicating the screen's position and movement. The screen appeared to move from left to right, where it would decelerate to a halt, and then returned back to its start. She explained that the mechanical component that would perform this routine was not complex, and that similar systems were used on car assembly lines. She stressed that the components were not expensive, and that most of the budget was invested in the LED technology.

Commissioner Guggenheim questioned the speed demonstrated in the video.

Ms. Diller replied that the video image moved at a faster pace, and that it would take the screen around forty five minutes to complete its circuit in real time.

Commissioner Guggenheim agreed that the movement must be slow and subtle, as a fast moving image would be distracting.

Commissioner Freebairn-Smith arrived at 2.45.

Ms. Diller continued to discuss the proposal's pragmatics. Leading engineering firms with experience with complex outdoor advertising projects had conducted the feasibility study. This research had been undertaken in consultation with the Moscone Center construction engineers. Their feedback confirmed that the structure was possible, as long as the screen had axis stability, and its weight was well distributed. The video to moving screen technology was being designed in consultation with John Warden of Peace River Studios. This firm had designed similar structures for Boeing, NASA and Disney. He had advised Diller and Scofidio that there was existing video and linear motion technology available that could be easily adapted into the type hardware and software needed for the project. He said that the line conveyor system should not create a maintenance issue, as it had a 36-year half-life.

Commissioner Meyer liked the idea, but felt that the structure needed to be either seamlessly integrated into the building's exterior, or distinctly different. He said it was unnecessary for the screen's support structure to have a strictly triangular geometry. He was also concerned that this support structure would not prevent the screen from moving about in the wind. Commissioner Meyer then asked about display restrictions.

Ms. Diller replied that this was not the final design solution. She agreed that a contrasting structure would be more appropriate.

Commissioner Freebairn-Smith apologized for being late. Commissioner Guggenheim recommended that they show the video a second time so that Commissioner Freebairn-Smith could see the revised concept.



Commissioner Rogers said that he was excited by the original idea, and loved the inventive charm of the architects. He supported the new proposal, but would also prefer to see a more bizarre design. He was unconvinced that this model presented a less expensive alternative, and agreed with Commissioner Meyer that the moving outdoor components would inevitably present maintenance issues.

Ms. Diller responded to the budgeting issue, and stressed that the principal cost was the LED panel, and not the moving component, which is why the screen size was reduced by 54%. She understood the Commissioner's nervousness about the construction details. She stressed that this was why they had consulted experts in this field, and why they were only recommending proven technologies. She added that John Warden was confident that there would be no major technical or mechanical hitches to the design, providing that regular maintenance and checking procedures were observed.

Commissioner Meyer agreed that buildings with revolving structures have been around since the 1950's, with many of them still working. He added that whether they were aesthetically pleasing designs or not was another issue all together.

Ms. Manton asked if the screen's movement would conflict with the Moscone Center's day to day operations, such as the window cleaning. She said that the design team should thoroughly discuss the project with Moscone's engineers and systems management.

Ms. Diller said that this was a very conscious concern.

Commissioner Wilsey liked the proposal, and its 'weirdness'. She was concerned that the visuals and the acoustics would create public liability issues.

Ms. Diller replied that similar displays were in place at 42<sup>nd</sup> Street, New York, and that these caused very little disturbance.

Commissioner Wilsey replied that most of the imagery at 42<sup>nd</sup> Street was stationary, and that disturbance at Moscone could only be avoided if the screen's movement was slow, and if the imagery was abstracted.

Ms. Diller replied that people were increasingly used to more aggressive and distracting advertising material, so that this particular work should not create any real interruption.

Commissioner Guggenheim said that the proposal was magnificent. He found it superior to the original design, as it added a kinetic dimension to the building. He said that he would prefer to see a more invisible supporting structure. He commended the artists for overcoming the numerous adversities of the project. He asked about the screen's frame.

Ms. Diller replied that the screen was 9" deep, and housed in a steel frame.

Commissioner Guggenheim said that this border could help sharpen the screen image. He asked about the impact of wind vibrations on the exterior camera, and its corresponding projections.





Ms. Diller replied that they had considered this issue, and the manufacturer could not foresee any problems.

Commissioner Guggenheim asked how winds moving the screen would affect the LED resolution.

Ms. Diller said that preventative measures had already been developed for mobile LED billboards.

Commissioner Guggenheim applauded the fact that other artists could contribute to the programming schedule. He asked if computers would be coordinating each component.

Mr. Rice said that the video would be stored in DVD format, and the computer would transport this information to the screen and to the moving components. He said that the computer would be able to track the screen and the image sequencing at any given moment.

Ms. Manton asked about the ideal viewing position, and if this took into consideration the pedestrians on the footpath just below the screen.

Ms. Diller said that this sidewalk was too narrow to provide much of a viewing opportunity. She said that they would have a very oblique view, and to create an image for this position they would have to drastically change the pixelation.

Ms. Manton asked if the screen would be cantilevered, or parallel to the side of the building. She also asked about the brightness levels of the screen, and how this would affect the residents at the adjacent Senior Citizens center.

Ms. Diller replied that the light projected by the screen was relative to the ambient lighting levels. In this way, if it were a bright sunny day, the screen would increase its lighting levels, while at night the levels would drop, which would in turn present very little if no disturbance to the senior citizens center. She added that she had envisioned the artwork to be operable through the evening hours, however the programming schedule could be adjusted, as required.

Nancy Gonchar, Deputy Director, Art Commission, asked if the work could be damaged by vandals.

Ms. Manton said that similar equipment was designed for sports stadiums, where they were designed to withstand being tagged, or having things thrown at them.

Commissioner Freebairn-Smith had reservations that the site could degenerate into advertising space.

Ms. Manton said that this was not possible, as the video material would always be presented to the Art Commission and to the client for approval.

Ms. Diller agreed, and said the programming should include narratives and dialogues by artists, not advertisers.





Commissioner Rogers questioned the legalities of broadcasting live footage of people, without their permission. Ms. Diller said that this was permitted, providing that the material was not recorded.

Ray Fong confirmed the Moscone Center's confirmed his support for the project.

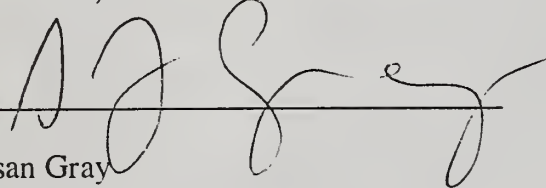
Motion: Motion to approve the revised LED public art proposal and new location for artwork on the façade of the Moscone Center: with the contingency that that Moscone Center and the Art Commission, approves the finalized budget and the design resolution.

Moved: Ralph Guggenheim

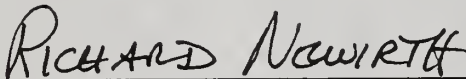
Vote: Unanimous

The meeting concluded at 3.20 p.m.

Submitted,

  
\_\_\_\_\_  
Susan Gray

Approved,

  
\_\_\_\_\_  
AG

Richard Newirth  
Director of Cultural Affairs





